Southwest Georgia Interstate Study

Data Collection Activities Technical Memorandum

1.0 Introduction

The purpose of this memorandum is to document the collection and compilation of data and information that will provide vital insights into the travel patterns, land use, environmental constraints, residents, workers and employers within the study area as well as visitors traveling to and through the Southwest Georgia study area. Readily available data and information from a wide variety of sources including Regional Development Centers (RDCs); state agencies such as Georgia Department of Community Affairs, Georgia Department of Transportation and Georgia Department of Labor, the three Metropolitan Planning Organizations (MPOs) within the study area and federal agencies such as Federal Emergency Management Agency. Many of these data sets were provided by GDOT offices or gathered from the available data published on public domains by various federal, state, and local agencies. Some of the data is in existing ArcGIS shapefiles while some of the other data sets are in a database or tabular format. Transportation planning and corridor studies conducted within the study area were also collected. In addition, vehicle classification counts were collected to supplement the existing vehicle classification counts.

This data is an essential component for developing plans for Southwest Georgia interstate study and for creating the travel demand model associated with this study. Many of these data sets have been collected in a manner that is readily useful in planning applications. In order for these data sets to be used in this study, they have to be refined, validated, and presented in application-ready format. Thus, some of these data sets were either converted into GIS format or formatted in a way that can be used by planning applications. For this study, the majority of the data is required in a shapefile format, which can be recognized and utilized by the ArcGIS software. The resultant networks were checked by GDOT Planning and District Offices; for additional information see Technical Memorandum #5 – Travel Demand Model Development.

Section 1 describes the characteristics of the key data sets assembled for this effort. The data collection are categorized into three different components; current GDOT Roadway Characteristic (RC) and bridge inventory files, FHWA's Freight Analysis Frame work database, and the census related files.

1.1 2007 GDOT RC Road Characteristic (RC) Database

The current GDOT RC file provided for the Southwest Georgia Interstate Study is the latest 2007 version. The GDOT RC database contains two data components; one reflects the backbone of the roadway centerline features in a measured route shapefile, and the other contains detailed roadway characteristics information in a table stored in a Microsoft Access database. The information stored in these two different file formats needed to be geographically linked together in order to visually display the roadway characteristics information contained in the MS Access databases. This information was used to assist with the building of the highway network used in the travel demand model application.

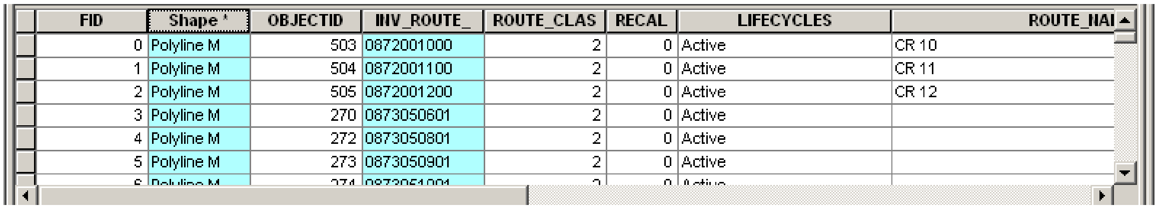
1.1.1 Measured Shapefile

The measured shapefile, displayed in Figure 1.1.2.1 is a GIS route file which contains route alignment, and route measurement in miles for each route. Each route in the shapefile is identified by a GDOT RC link ID. Each RC link ID signifies the route type, the county in which the route belongs, the designated state route number, and a suffix for the addition roadway functional information. Therefore, the RC link ID is a 10-digit serial number containing the numerical values representing above mentioned elements. A typical 10-ditgit RC link ID is shown below.

- County FIPS (3-ditgit)
- Route type (1-digit)
- State designated route number (4-digit)
- Route suffix (2-digit)

In the RC measured shapefile, the RC link ID is stored in "INV_ROUTE_" field in the attribute table column. In the table shown below, the measured shapefile is identified by the "Shape*" field in the file attribute column denoted with "Polyline M".

Table 1.1.1.1.
RC File Attribute Table Contents



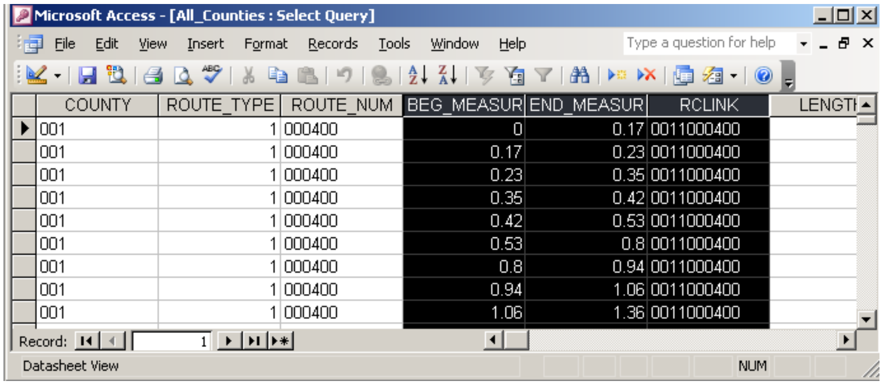
FID	Shape *	OBJECTID	INV_ROUTE_	ROUTE_CLAS	RECAL	LIFECYCLES	ROUTE_NAI
0	Polyline M	503	0872001000	2	0	Active	CR 10
1	Polyline M	504	0872001100	2	0	Active	CR 11
2	Polyline M	505	0872001200	2	0	Active	CR 12
3	Polyline M	270	0873050601	2	0	Active	
4	Polyline M	272	0873050801	2	0	Active	
5	Polyline M	273	0873050901	2	0	Active	

This route shapefile includes all GDOT functionally classified roadways inside the State of Georgia. It is a combination of roadway infrastructure of the 159 Georgia counties, each of them having a complete set of the routes system inside it. This means that the inter-county routes change county code in the RC Link ID whenever they cross the county line. With such route and roadway alignment information for each functional classified roadway inside Georgia, the measured shapefile provides a clear reference for the tabular data stored in the MS Access database to be populated along the designated route.

1.1.2 MS Access Database

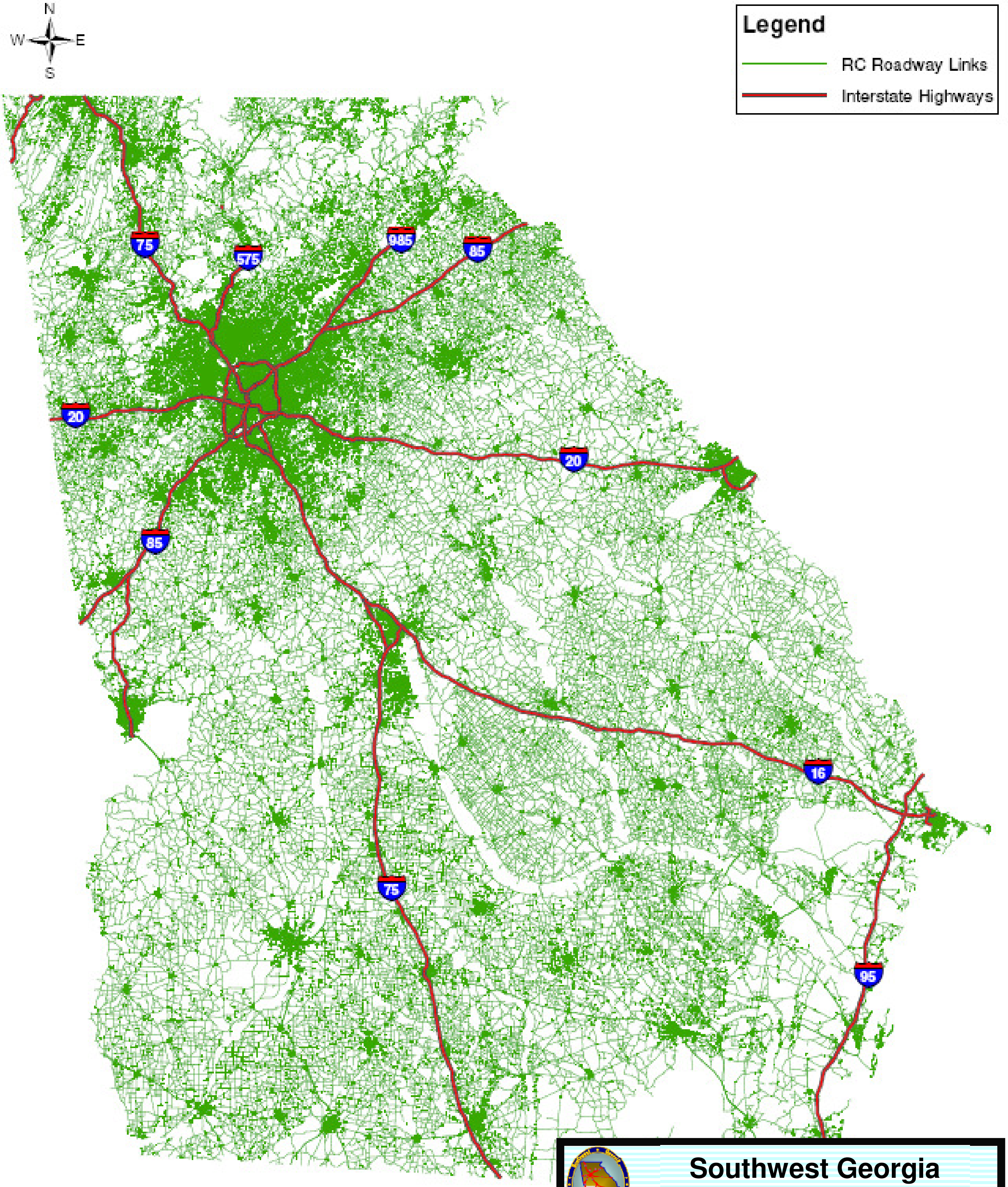
While the measured shapefile provides a roadway skeleton, the MS Access database furnishes the necessary information to populate the skeleton. The database contains rich information regarding the roadway existing condition and characteristics ranging from the number of traveled lanes to the type and width of the roadway shoulder. All of this information is maintained and updated very year by GDOT field staff. The information regarding a particular roadway is separated into a series of segments along a route. Each segment represents a delineated part of the roadway usually less than a quarter of a mile. This delineation of the roadway segment is reflected by the route mile posts stored in the "BEG_MESUR" and "END_MEASUR" attribute columns in the database. As shown in the attribute table below, it is the three attributes of "BEG_MESUR", "END_MEASUR", and the "RCLINK" that provide a channel of communication between the measured shapefile and the RC MS Access database. This communication link established between the measured shapefile and database enables the roadway characteristics information stored inside the MS Access table to be recreated and displayed inside a GIS environment.

Table 1.1.2.1
RC File Attribute Table Contents



COUNTY	ROUTE_TYPE	ROUTE_NUM	BEG_MEASUR	END_MEASUR	RCLINK	LENGT
001	1	000400	0	0.17	0011000400	
001	1	000400	0.17	0.23	0011000400	
001	1	000400	0.23	0.35	0011000400	
001	1	000400	0.35	0.42	0011000400	
001	1	000400	0.42	0.53	0011000400	
001	1	000400	0.53	0.8	0011000400	
001	1	000400	0.8	0.94	0011000400	
001	1	000400	0.94	1.06	0011000400	
001	1	000400	1.06	1.36	0011000400	

Before the implementation of the linkage between the database and the shapefile, some cleaning work was performed on the database attribute field names. The existing field names usually contain more


N
W
E
S
Legend
RC Roadway Links
Interstate Highways
75
575
985
85
20
20
85
16
75
95

Source: GDOT Road Characteristic Data (2007)

Southwest Georgia Interstate Study

GDOT Road Characteristic Network

Data Collection Activities

Figure 1.1.2.1

than 10 characters, which would be truncated after they have been converted into the DBF format table in a shapefile, a limitation currently presented by the DBF file. In order to retain meaningful headers for each field name in the shapefile table, an abbreviation for each of the original field names had to be created before converting them into the DBF table. This translation between the original field names and the abbreviated names is presented in Table 1.1.2.2.

Table 1.1.2.2
RC File Attribute Table Field Name Abbreviation

Original Field Name	Abbreviated Field Name	Directional Attribute
COUNTY	COUNTY	NO
ROUTE_TYPE	ROUTE_TYPE	NO
ROUTE_NUM	ROUTE_NUM	NO
BEG_MEASURE	BEG_MEASURE	NO
END_MEASURE	END_MEASURE	NO
SECTION_LENGTH	LENGTH	NO
DESCRIPTION	DESCRIPTION	NO
DISTRICT	DISTRICT	NO
MAINT_AREA	MAINT_AREA	NO
POPULATION	POPULATION	NO
INVENTORY_DATE	INV_DATE	NO
DESIGNATED_WAY	DESIG_WAY	NO
TRUCK_ROUTE	TRK_ROUTE	NO
TRAVEL_WAY	TRVEL_WAY	NO
RURAL_URAN	RURL_URAN	NO
SPEED_LIMIT	SEEPD_LMT	NO
FAS_NUM	FAS_NUM	NO
TRUCK_ROUTE_ID	TRK_RTE_ID	NO
CONGRESS_DIST	CONG_DIST	NO
STATE_ROUTE_SEQ	SR_SEQ	NO
ACCESS_CONTROL	ACCES_CTRL	NO
OPERATION	OPERATION	NO
TOTAL_LANES	TOTAL_LANES	NO
SPECIAL_CLASS	SPEC_CLASS	NO
DIV_HWY_SHLDR_WIDTH_LFT	DHWSDWDLF	YES (Opposite Inventory Dir)
DIV_HWY_SHLDR_TYPE_LFT	DHWSDTPLF	YES (Opposite Inventory Dir)
DIV_HWY_SURF_WIDTH	DHWSUFWD	YES (Opposite Inventory Dir)
DIV_HWY_SURF_TYPE	DHWSUFTP	YES (Opposite Inventory Dir)
DIV_HWY_SHLDR_WIDTH_RT	DHWSDWDRT	YES (Opposite Inventory Dir)
DIV_HWY_SHLDR_TYPE_RT	DHWSDTPRT	YES (Opposite Inventory Dir)
DIV_HWY_MEDIAN_WIDTH	DHWMDWD	NO
DIV_HWY_MEDIAN_TYPE	DHWMDTP	NO
DIV_HWY_BARRIER_TYPE	DHWBARTP	NO
UDIV_HWY_SHLDR_WIDTH_LFT	UDHWSDWDLF	YES (Inventory Dir)

UDIV_HWY_SHLDR_TYPE_LFT	UDHWSDTPLF	YES (Inventory Dir)
UDIV_HWY_SURFACE_WIDTH	UDHWSUFWD	YES (Inventory Dir)
UDIV_HWY_SURFACE_TYPE	UDHWSUFTP	YES (Inventory Dir)
UDIV_HWY_SHLDR_WIDTH_RT	UDHWSDWDRT	YES (Inventory Dir)
UDIV_HWY_SHLDR_TYPE_RT	UDHWSDTPRT	YES (Inventory Dir)
AUX_LANE_WIDTH_LFT	AUXLN_WDLF	NO (Inventory Dir Only)
AUX_LANE_TYPE_LFT	AUXLN_TPLF	NO (Inventory Dir Only)
AUX_LANE_WIDTH_RT	AUXLN_WDRT	NO (Inventory Dir Only)
AUX_LANE_TYPE_RT	AUXLN_TPRT	NO (Inventory Dir Only)
MAINT_YEAR	MAINT_YEAR	NO
MAINT_TYPE	MAINT_TYPE	NO
IMPROVE_YEAR	IMPRV_YEAR	NO
FUNC_CLASS	FUNC_CLASS	NO
TRAFFIC_COUNT_TYPE	COUNT_TP	NO
TRAFFIC_COUNT_YEAR	COUNT_YEAR	NO
RIGHT_OF_WAY	ROW	NO
RW_TYPE	RW_TYPE	NO
TC_NUMBER	TC_NUMBER	NO
MAINTENANCE_SUR_DES	MANTSURDES	NO
SIDEWALK_LEFT	SIDEWALKLF	NO (Inventory Dir Only)
SIDEWALK_RIGHT	SIDEWALKRT	NO (Inventory Dir Only)
IMPROVE_TYPE	IMPRV_TYPE	NO
SIGNAL	SIGNAL	NO
AADT_OLD	AADT_OLD	NO
HPMS_ID	HPMS_ID	NO
PACES_RATING	PACE_RATIN	NO
AADT	AADT	NO
INTERSECT_ROAD1	INTSEC_RD1	NO
INTERSECT_ROAD2	INTSEC_RD2	NO
S_FUNCLASS_ID	S_FCLAS_ID	NO
DUAL_MAINT_RATING	DMNT_RATIN	NO
ROAD_WIDTH	ROAD_WIDTH	NO
DIVIDED	DIVIDED	NO
OPEN_TO_TRAFFIC	OPEN_TO_TRAFFIC	NO
CITY_CODE	CITY_CODE	NO
T_LANES_LEFT	T_LANE_LF	YES (Opposite Inventory Dir)
T_LANES_RIGHT	T_LANE_RT	YES (Inventory Dir)
LAND_DOMAIN	LAND_DOMAIN	NO
RCLINK	RCLINK	NO

1.1.2 Application of GDOT RC File inside GIS Environment

The creation of the final GDOT RC shapefile, in which each route is attached with the complete roadway characteristics information, is accomplished inside the ArcGIS software. The software provides a platform for establishing the linkage between the MS Access table and the measured shapefile, as well as a tool for performing analysis and displaying the data. The finished RC shapefile is primarily used to assist with the Southwest Georgia Interstate travel demand model network development and crash data analysis. The physical RC links and their attributes are compared against the model network to fill in the gaps and reduce inaccuracies in the model network. The database provides functional class designation and number of lanes for each roadway which is essential to validate the model network and assign the appropriate capacity to roadway segments based on these characteristics. Some of the RC information, such as the current number of lanes was verified by GDOT district offices before it was used to build the model network.

After the RC shapefile has been created, it can be used to display the roadway system by the number of lanes and functional class, and assist with the examination of various roadway deficiencies as determined by the current GDOT standard. The shapefile can also be overlaid with the accident data in assisting the crash experience analysis. Various roadway characteristics which might contribute to unusually high level of crash occurrence could be placed under close examination.

1.1.3 Bridge Inventory Database

The National Bridge Inventory (NBI), which is maintained and updated every year by each State DOT and published by the FHWA, was collected. The NBI database for Georgia is a collection of data information covering over 160,000 of the Georgia bridge structures and culverts located on public roads, including Interstate Highways, U.S. highways, State and county roads, as well as publicly-accessible bridges on Federal lands. It presents a summary analysis of the number, location, and general condition of highway bridges within the State. Each bridge retains information ranging from bridge structure type to bridge structure sufficiency rating. The bridge structure sufficient rating the one of the most important attributes which determines the bridge structure adequacy and safety.

Each bridge was located using GIS by its longitude and latitude information stored in the database. A point shapefile thus was created including all the bridges' attribute information along each bridge's geographic location. The shapefile was projected in a system that is consistent with the projection used by the rest of the GIS files for the Southwest Georgia Interstate Study, so that overlay analysis with other GIS layers could be possible. To avoid long field headings in the shapefile attribute table, an abbreviation was created for each of NBI field description. The following table shows the abbreviation of each field name in the shapefile and its associated field description in the original bridge file.

Table 1.1.3.1
Bridge File Attribute Table Field Name Abbreviation

Field Name	Description	Type	Code Digit
State	State Code	Text	3
StruNum	Structure Number	Text	15
RecType	Record Type	Text	1
RteSnPref	Route Signing Prefix	Text	1
DesgLOS	Designated Level of Service	Text	1
RteNumber	Inventory Route Number	Text	5
Direction	Directional Suffix	Text	1
HwyDistrict	Highway Agency District	Text	2
CntyCode	County (Parish) Code	Text	3
PlaceCode	Place Code	Text	5
FeatIntsct	Features Intersected	Text	24
CricFacilty	Critical Facility Indicator	Text	1
FaciCared	Facility Carried By Structure	Text	18
Location	Location	Text	25
MnVClr	Inventory Rte, Min Vert Clearance	Double	Feet
kmilePt	Kilometerpoint	Double	Miles
HwyNet	Base Highway Network	Text	1
LRSRte	LRS Inventory Route	Text	10
SubRtNum	Subroute Number	Text	2
Latitude	Latitude	Double	Degree
Logitude	Longitude	Double	Degree
DtourLen	Bypass/Detour Length	Double	Miles
Toll	Toll	Text	1
MintResp	Maintenance Responsibility	Text	2
Owner	Owner	Text	2
FClass	Functional Class Of Inventory Rte.	Text	2
YrBuilt	Year Built	Long Integer	Year
LaneON	Lanes On Structure	Long Integer	
LaneUnd	Lanes Under Structure	Long Integer	
ADT	Average Daily Traffic	Long Integer	
ADTYr	Year Of Average Daily Traffic	Long Integer	Year
DsnLoad	Design Load	Long Integer	1
RdWd	Approach Roadway Width	Double	Feet

Field Name	Description	Type	Code Digit
BrgMedn	Bridge Median	Text	1
Skew	Skew	Long Integer	Degree
FlarStru	Structure Flared	Text	1
BrdRailn	Bridge Railings	Text	1
Transit	Transitions	Text	1
GardRail	Approach Guardrail	Text	1
GardEnds	Approach Guardrail Ends	Text	1
History	Historical significance	Text	1
NavCntrl	Navigation Control	Text	1
NavVClr	Navigation Vertical Clearance	Double	Feet
NavHClr	Navigation Horizontal Clearance	Double	Feet
StruOPCT	Structure Open/Posted/Closed	Text	1
SevTpOn	Type of Service On Bridge	Text	1
SevTpUnd	Type of Service Under Bridge	Text	1
BrdMater	Kind of Material/Design	Text	1
BrdDsnTp	Type of Design/Construction	Text	2
RdMater	Kind of Material/Design	Text	1
RdDsnTp	Type of Design/Construction	Text	2
BrdSpnNm	Number Of Spans In Main Unit	Long Integer	
RdSpnNm	Number Of Approach Spans	Long Integer	
InvRHClr	Inventory Rte Total Horz Clearance	Double	Feet
MaxSpLen	Length Of Maximum Span	Long Integer	Feet
StrLen	Structure Length	Double	Feet
LCSWWd	Left Curb/Sidewalk Width	Double	Feet
RCSWWd	Right Curb/Sidewalk Width	Double	Feet
RrdRdWd	Bridge Roadway Width Curb-To-Curb	Double	Feet
BrdDKWd	Deck Width, Out-To-Out	Double	Feet
MnVClOv	Min Vert Clear Over Bridge Roadway	Double	Feet
ReFMnUn	Reference Feature	Text	1
MnVClUn	Minimum Vertical Underclearance	Double	Feet
ReFMnLRU	Reference Feature	Text	1
MnLRUCl	Minimum Lateral Underclearance	Double	Feet
MnLLUCl	Min Lateral Underclear On Left	Double	Feet
DeckRtn	Deck	Text	1
SpStrRtn	Superstructure	Text	1
SbStrRtn	Substructure	Text	1
ChPrtRtn	Channel/Channel Protection	Text	1
CultvRtn	Culverts	Text	1
OpRtMed	Method Used To Determine Operating Rating	Text	1
OpeRtn	Operating Rating	Double	English Tons

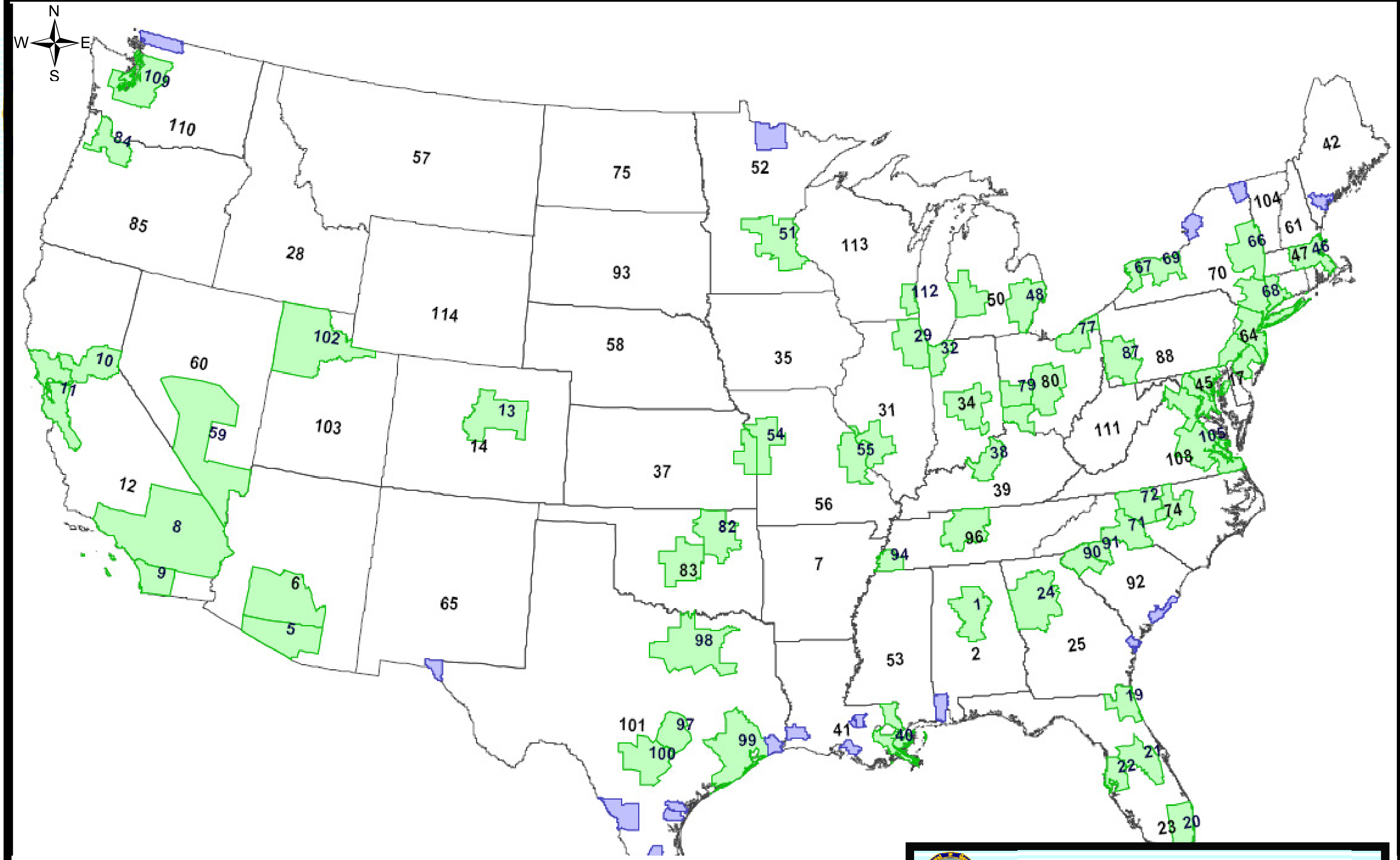
Field Name	Description	Type	Code Digit
InvRtMed	Method Used To Determine Inventory Rating	Text	1
InvRtn	Inventory Rating	Double	English Tons
StruEval	Structural Evaluation	Text	1
DkGeoRtn	Deck Geometry	Text	1
UnClrRtn	Underclear, Vertical & Horizontal	Text	1
BrdPost	Bridge Posting	Text	1
WwyAdq	Waterway Adequacy	Text	1
AppRdAln	Approach Roadway Alignment	Text	1
WorkTP	Type of Work Proposed	Text	2
WorkDnBy	Work Done By	Text	1
ImprLen	Length Of Structure Improvement	Double	Feet
InspDate	Inspection Date	Text	MonthYear
InspFreq	Designated Inspection Frequency	Text	Month
FracInsp	Fracture Critical Details	Text	3
UndWInsp	Underwater Inspection	Text	3
SpecInsp	Other Special Inspection	Text	3
FInspDt	Fracture Critical Details Date	Text	MonthYear
UWInspDt	Underwater Inspection Date	Text	MonthYear
SPInspDt	Other Special Inspection Date	Text	MonthYear
BrImpCos	Bridge Improvement Cost	Long Integer	Dollars
RdImpCos	Roadway Improvement Cost	Long Integer	Dollars
TotalCos	Total Project Cost	Long Integer	Dollars
YrCstEst	Year Of Improvement Cost Estimate	Long Integer	Year
NbState	Neighboring State Code	Text	3
PctRespn	Percent Responsibility	Long Integer	2
BdBrStNm	Border Bridge Structure Number	Text	15
STRAHNET	STRAHNET Highway Designation	Text	1
ParalStr	Parallel Structure Designation	Text	1
DirTraff	Direction Of Traffic	Text	1
TempStru	Temporary Structure Designation	Text	1
NHSSys	Highway System Of Inventory Route	Text	1
FedLHwy	Federal Lands Highways	Text	1
YrReCnst	Year Reconstructed	Long Integer	Year
DkStrTp	Deck Structure Type	Text	1
WSufTp	Type of Wearing Surface	Text	1
MembTp	Type of Membrane	Text	1
DkProt	Deck Protection	Text	1
PctTrk	AVERAGE DAILY TRUCK TRAFFIC	Long	Percentage

Field Name	Description	Type	Code Digit
		Integer	
NaTrkNet	DESIGNATED NATIONAL NETWORK	Text	1
PierProt	PIER/ABUTMENT PROTECTION	Text	1
NBISLen	NBIS BRIDGE LENGTH	Text	1
ScoCrBr	SCOUR CRITICAL BRIDGES	Text	1
FutADT	FUTURE AVERAGE DAILY TRAFFIC	Long Integer	
YrFutADT	YEAR OF FUTURE AVG DAILY TRAFFIC	Long Integer	Year
LifBrVCl	MINIMUM NAVIGATION VERTICAL CLEARANCE VERTICAL LIFT BRIDGE	Double	Feet
FEDAGENT	FEDERAL AGENCY INDICATOR	Text	
DCUse	Washington Headquarters Use	Text	
Status	STATUS	Text	1
SRField	Asterisk Field in SR	Text	1
SuFiRtn	SUFFICIENCY RATING	Double	

1.1.4 FAF2 Freight Analysis Framework

The primary data used for developing truck trip tables for the Southwest Georgia Interstate travel demand model is the FHWA's FAF^2 databases; 2006 FAF^2 provisional data was used to build the base year trip tables and forecasted FAF^2 data to build 2040 trip tables. The FAF^2 database was developed by the FHWA in cooperation with other U.S. Department of Transportation (DOT) modal administrations having freight responsibilities. The database was derived primarily from data collected every five years as part of the Economic Census and other public, private or proprietary databases. In responding to significant commodity flow changes that occur during the period between each Economic Census, the FHWA also produces provisional estimates of commodity flow by origin, destination, and mode for the most recent calendar year. According to FHWA, these provisional data sets are extracted and processed from yearly, quarterly, and monthly publicly available publications for the current year or past years and are less complete and detailed than data used for the 2002 base estimate. The 2002 estimate is based primarily on the Commodity Flow Survey and other components of the Economic Census. The FAF^2 provides estimates for 2002 and the most recent year plus forecasts through 2035.

The FAF^2 Commodity Origin-Destination Database estimates annual tonnage and value of goods shipped by type of commodity and mode of transportation among and within 114 areas, 17 international gateways, as well as 7 international trading regions. The data is broken down by modes of transportation and types of commodities, as well as classified into domestic flows, North America flows, and international flows. The FAF^2 freight analysis zones and the example of the data content are shown in Figure 1.1.4.1 and Tables 1.1.4.1 – 1.1.4.6.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69
70
66
47
46
114
58
112
50
48
68
102
29
32
77
87
88
64
10
60
35
79
80
45
17
11
34
31
13
103
14
59
54
55
111
38
105
108
37
12
39
56
72
74
8
82
71
96
91
94
90
7
83
9
6
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92
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1
98
5
25
53
2
19
101
97
41
100
99
40
22
21
23
20

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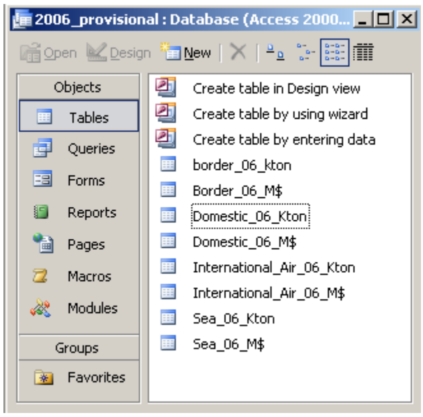
FAF^2 Regions

Data Collection Activities

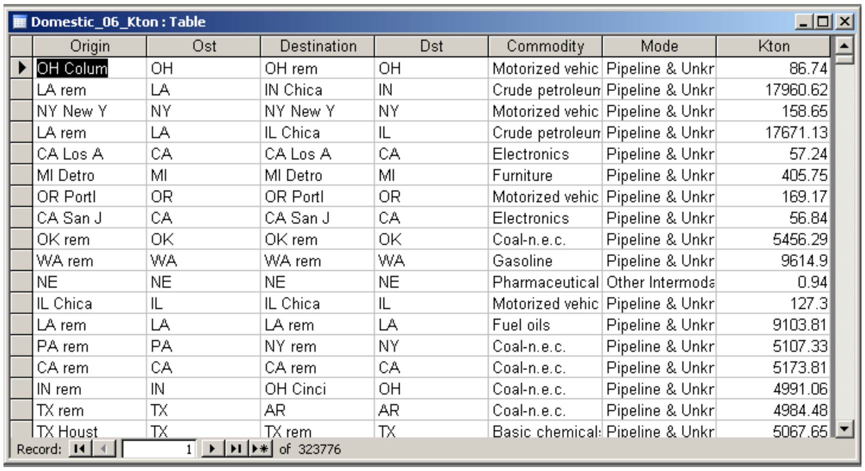
Figure 1.1.4.1

Table 1.1.4.1
FAF^2 Database Contents



Create table in Design view
Create table by using wizard
Create table by entering data
border_06_kton
Border_06_M$
Domestic_06_Kton
Domestic_06_M$
International_Air_06_Kton
International_Air_06_M$
Sea_06_Kton
Sea_06_M$

Table 1.1.4.2
FAF^2 Domestic Flow Table Contents



Origin	Ost	Destination	Dst	Commodity	Mode	Kton
OH Colum	OH	OH rem	OH	Motorized vehic	Pipeline & Unkr	86.74
LA rem	LA	IN Chica	IN	Crude petroleum	Pipeline & Unkr	17960.62
NY New Y	NY	NY New Y	NY	Motorized vehic	Pipeline & Unkr	158.65
LA rem	LA	IL Chica	IL	Crude petroleum	Pipeline & Unkr	17671.13
CA Los A	CA	CA Los A	CA	Electronics	Pipeline & Unkr	57.24
MI Detro	MI	MI Detro	MI	Furniture	Pipeline & Unkr	405.75
OR Portl	OR	OR Portl	OR	Motorized vehic	Pipeline & Unkr	169.17
CA San J	CA	CA San J	CA	Electronics	Pipeline & Unkr	56.84
OK rem	OK	OK rem	OK	Coal-n.e.c.	Pipeline & Unkr	5456.29
WA rem	WA	WA rem	WA	Gasoline	Pipeline & Unkr	9614.9
NE	NE	NE	NE	Pharmaceutical	Other Intermoda	0.94
IL Chica	IL	IL Chica	IL	Motorized vehic	Pipeline & Unkr	127.3
LA rem	LA	LA rem	LA	Fuel oils	Pipeline & Unkr	9103.81
PA rem	PA	NY rem	NY	Coal-n.e.c.	Pipeline & Unkr	5107.33
CA rem	CA	CA rem	CA	Coal-n.e.c.	Pipeline & Unkr	5173.81
IN rem	IN	OH Cinci	OH	Coal-n.e.c.	Pipeline & Unkr	4991.06
TX rem	TX	AR	AR	Coal-n.e.c.	Pipeline & Unkr	4984.48
TX Houst	TX	TX rem	TX	Basic chemical:	Pipeline & Unkr	5067.65

Record: 1 of 323776

Table 1.1.4.3
FAF^2 114 Domestic Regions

ID	Zone
1	Birmingham-Hoover-Cullman, AL CSA
2	Remainder of Alabama

3	Alaska
4	Phoenix-Mesa-Scottsdale, AZ MeSA
5	Tucson, AZ MeSA
6	Remainder of Arizona
7	Arkansas
8	Los Angeles-Long Beach-Riverside, CA CSA
9	San Diego-Carlsbad-San Marcos, CA MeSA
10	Sacramento--Arden-Arcade--Truckee, CA-NV CSA (CA Part)
11	San Jose-San Francisco-Oakland, CA CSA
12	Remainder of California
13	Denver-Aurora-Boulder, CO CSA
14	Remainder of Colorado
15	New York-Newark-Bridgeport, NY-NJ-CT-PA CSA (CT Part)
16	Remainder of Connecticut
17	Delaware
18	Washington-Arlington-Alexandria, DC-VA-MD-WV MeSA (DC Part)
19	Jacksonville, FL MeSA
20	Miami-Fort Lauderdale-Miami Beach, FL MeSA
21	Orlando-The Villages, FL CSA
22	Tampa-St Petersburg-Clearwater, FL MeSA
23	Remainder of Florida
24	Atlanta-Sandy Springs-Gainesville, GA-AL CSA (GA Part)
25	Remainder of Georgia
26	Honolulu, HI MeSA
27	Remainder of Hawaii
28	Idaho
29	Chicago-Naperville-Michigan City, IL-IN-WI CSA (IL Part)
30	St Louis, MO-IL MeSA (IL Part)
31	Remainder of Illinois
32	Chicago-Naperville-Michigan City, IL-IN-WI CSA (IN Part)
33	Indianapolis-Anderson-Columbus, IN CSA
34	Remainder of Indiana
35	Iowa
36	Kansas City, MO-KS MeSA (KS Part)
37	Remainder of Kansas
38	Louisville-Elizabethtown-Scottsburg, KY-IN CSA (KY Part)
39	Remainder of Kentucky
40	New Orleans-Metairie-Bogalusa, LA CSA
41	Remainder of Louisiana
42	Maine
43	Baltimore-Towson, MD MeSA
44	Washington-Arlington-Alexandria, DC-VA-MD-WV MeSA (MD Part)
45	Remainder of Maryland
46	Boston-Worcester-Manchester, MA-NH CSA (MA Part)
47	Remainder of Massachusetts
48	Detroit-Warren-Flint, MI CSA

49	Grand Rapids-Wyoming-Holland, MI CSA
50	Remainder of Michigan
51	Minneapolis-St Paul-St Cloud, MN-WI CSA (MN Part)
52	Remainder of Minnesota
53	Mississippi
54	Kansas City, MO-KS MeSA (MO Part)
55	St Louis-St Charles-Farmington, MO-IL CSA (MO Part)
56	Remainder of Missouri
57	Montana
58	Nebraska
59	Las Vegas-Paradise-Pahrump, NV CSA
60	Remainder of Nevada
61	New Hampshire
62	New York-Newark-Bridgeport, NY-NJ-CT-PA CSA (NJ Part)
63	Philadelphia-Camden-Vineland, PA-NJ-DE-MD CSA (NJ Part)
64	Remainder of New Jersey
65	New Mexico
66	Albany-Schenectady-Amsterdam, NY CSA
67	Buffalo-Cheektowaga-Tonawanda, NY MeSA
68	New York-Newark-Bridgeport, NY-NJ-CT-PA CSA (NY Part)
69	Rochester-Batavia-Seneca Falls, NY CSA
70	Remainder of New York
71	Charlotte-Gastonia-Salisbury, NC-SC CSA (NC Part)
72	Greensboro--Winston-Salem--High Point, NC CSA
73	Raleigh-Durham-Cary, NC CSA
74	Remainder of North Carolina
75	North Dakota
76	Cincinnati-Middletown-Wilmington, OH-KY-IN CSA (OH Part)
77	Cleveland-Akron-Elyria, OH CSA
78	Columbus-Marion-Chillicothe, OH CSA
79	Dayton-Springfield-Greenville, OH CSA
80	Remainder of Ohio
81	Oklahoma City-Shawnee, OK CSA
82	Tulsa-Bartlesville, OK CSA
83	Remainder of Oklahoma
84	Portland-Vancouver-Beaverton, OR-WA MeSA (OR Part)
85	Remainder of Oregon
86	Philadelphia-Camden-Vineland, PA-NJ-DE-MD CSA (PA Part)
87	Pittsburgh-New Castle, PA CSA
88	Remainder of Pennsylvania
89	Rhode Island
90	Greenville-Anderson-Seneca, SC CSA
91	Spartanburg-Gaffney-Union, SC CSA
93	South Dakota
92	Remainder of South Carolina
93	South Dakota

94	Memphis, TN-MS-AR MeSA (TN Part)
95	Nashville-Davidson--Murfreesboro--Columbia, TN CSA
96	Remainder of Tennessee
97	Austin-Round Rock, TX MeSA
98	Dallas-Fort Worth, TX CSA
99	Houston-Baytown-Huntsville, TX CSA
100	San Antonio, TX MeSA
101	Remainder of Texas
102	Salt Lake City-Ogden-Clearfield, UT CSA
103	Remainder of Utah
104	Vermont
105	Richmond, VA MeSA
106	Virginia Beach-Norfolk-Newport News, VA-NC MeSA (VA Part)
107	Washington-Baltimore-Northern Virginia, DC-MD-VA-WV CSA (VA Part)
108	Remainder of Virginia
109	Seattle-Tacoma-Olympia, WA CSA
110	Remainder of Washington
111	West Virginia
112	Milwaukee-Racine-Waukesha, WI CSA
113	Remainder of Wisconsin
114	Wyoming

Table 1.1.4.4
FAF^2 17 International Gateways

ID	Zone
115	Anchorage, AK
116	Blaine, WA
117	International Falls, MN
118	Alexandria Bay, NY
119	Champlain/Rouses Point, NY
120	Portland, ME
121	Charleston, SC
122	Savannah,GA
123	Mobile, AL
124	Baton Rouge, LA
125	Morgan City, LA
126	Lake Charles, LA
127	Beaumont, TX
128	Corpus Christi, TX
129	Brownsville/Hidalgo, TX
130	Laredo, TX
131	ElPaso, TX

Table 1.1.4.5
FAF^2 7 International Trading Regions

ID	Zone
132	Canada
133	Mexico
134	Latin and South America
135	Asia
136	Europe
137	Rest of World
138	Middle East

The FAF^2 database categorizes the transportation modes into the following 7 different types.

- Truck
- Rail
- Water

- Air
- Truck-Rail Intermodal
- Parcels (U.S. Postal service or Courier), Truck-Water, and Water-rail
- Pipelines and Other Modes

The truck mode includes both private and for-hire trucks. Private trucks are trucks operated by a temporary or permanent employee of the owner of the shipment. For-hire trucks refer to trucks that carry freight for a fee collected from the shipper, recipient of the shipment, or an arranger of the transportation. The commodity flows associated with trucks will be the basis for the development of the truck trip table.

The types of commodities provided by the FAF^2 are classified into the two-digit 43 Standard Classifications of Transported Goods (SCTG). The SCTG consists of a blend of transportation characteristics, commodity similarities, and industry-of-origin considerations, designed to create statistically significant categories.

Table 1.1.4.6
SCTG Commodity Group

SCTG Code	Commodity Class
1	Live animals and live fish
2	Cereal grains
3	Other agricultural products
4	Animal feed and products of animal origin, not elsewhere classified (n.e.c.)
5	Meat, fish, seafood, and their preparations
6	Milled grain products and preparations, and bakery products
7	Other prepared foodstuffs and fats and oils
8	Alcoholic beverages
9	Tobacco products
10	Monumental or building stone
11	Natural sands
12	Gravel and crushed stone
13	Nonmetallic minerals n.e.c.
14	Metallic ores and concentrates
15	Coal
16	Crude Petroleum
17	Gasoline and aviation turbine fuel
18	Fuel oils
19	Coal and petroleum products, n.e.c.
20	Basic chemicals
21	Pharmaceutical products
22	Fertilizers
23	Chemical products and preparations, n.e.c.
24	Plastics and rubber
25	Logs and other wood in the rough
26	Wood products
27	Pulp, newsprint, paper, and paperboard
28	Paper or paperboard articles
29	Printed products
30	Textiles, leather, and articles of textiles or leather
31	Nonmetallic mineral products
32	Base metal in primary or semi-finished forms and in finished basic shapes
33	Articles of base metal
34	Machinery
35	Electronic and other electrical equipment and components and office equipment
36	Motorized and other vehicles (including parts)
37	Transportation equipment, n.e.c.
38	Precision instruments and apparatus
39	Furniture, mattresses and mattress supports, lamps, lighting fittings
40	Miscellaneous manufactured products
41	Waste and scrap
43	Mixed freight
—	Commodity unknown

1.1.5 Census and other GIS Data Collections

Various other GIS data sets were also collected for the Southwest Georgia Interstate Study. These GIS files were used in developing the travel demand model network, creating a nationwide TAZ system for the model, geographically locating SE data, allocating business addresses, identifying traffic count locations, and so forth. A list of data items collected in this effort is shown below.

- US Census & Tiger Line Data
- Georgia Grid
- National Highway Planning Network (NHPN)
- Adjacent State Regional Planning Area
- Daily Traffic Counts
- Existing Vehicle Classification Counts

These data sets were collected in formats of GIS shapefile, database tables, or other data types. But all non-shapefile formats were post-proceeded or converted into a shapefile to facilitate the GIS analysis with other data sets. Many of the data sets were collected with unidentified coordinate systems. Projection system for each of GIS data set was correctly identified and assigned in order to be consistent with rest of other shapefiles. The projection system used for the Southwest Interstate Study is "NAD_1983_Georgia_Statewide_Lambert" with linear unit of US foot. This system is used across all GIS related analysis for the project.

1.1.5.1 US Census & Tiger Data

The census tract polygon shapefile for Georgia was collected from the ESRI 2000 Census Tiger/Line data, together with the 2000 census SF1 file, which contains the tabular census information associated with each census tract. Other GIS files that were collected from the ESRI source include the following.

- County Polygons
- Tiger Street lines
- Rail lines
- Urban Areas
- Water Polygons
- Wetlands

This collection of data was primarily used to develop the base year TAZ system and to allocate its associated SE data. All these data sets provide necessary geographic reference and identification of natural barriers that exist within the study areas, thereby offering a guideline in determining the appropriate boundary for each TAZ inside the study area which needs a detailed representation.

The entire TAZ system of the Southwest Georgia Interstate model extends over all the 48 continental states, including the District of Columbia. While the state boundaries are used to define the TAZs further away from the Southwest Georgia area, the regions surrounding the study area have finer TAZ boundaries. The majority of the data collection efforts were orientated towards the coverage of the State of Georgia, and specifically the study area with the Southwest region. To appropriately establish TAZ boundaries for the surrounding areas, similar data for the areas is also needed to complete the TAZ system. For this reason, the same data sets for adjacent States of Alabama, Tennessee, North Carolina, South Carolina, and Florida were collected as well.

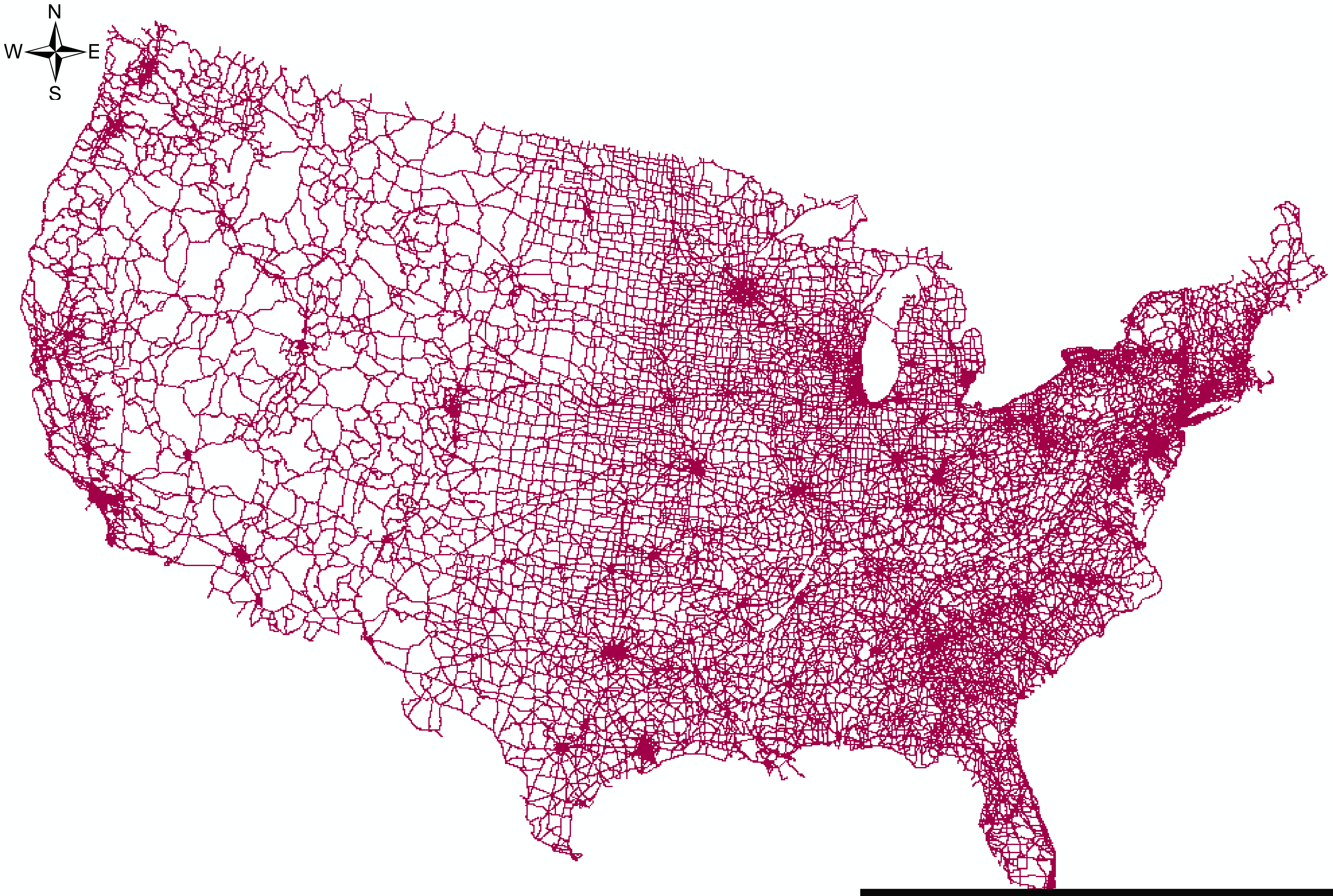
The Tiger street line file not only offers a reference for the existing roadway alignment but also provides an exceptional utility. The street line file can be used for address matching that can be used to automatically pin-point the locations for businesses and residences. The attributes of the street line file contain detailed information regarding street name, from-mile and to-mile posts of each roadway segment, as well as Zip code along each roadway, a minimum requirement for address geo-coding by GIS. Therefore, the Tiger street line file was also used to develop an address locator inside ArcGIS, which was later used to allocate the detailed business locations inside the southwest Georgia region.

1.1.5.2 Georgia Grid Polygon

Two sets of Georgia Grid polygon files, each for 7.5x7.5 mile and 3.75x3.75 mile grid, were collected from the Georgia GIS Clearing House. These grid polygons were reserved to store the SE information for the regions occupied by a specific grid. This will facilitate the process to reallocate the SE data whenever the need may arise to change the geographic boundary of the TAZ system. The grid system covers the entire area of the state of Georgia. There are a total of 1,020 and 4,067 girds respectively in each of the grid coverages. Each of the grids is identified by a grid name and a grid index code.

1.1.6 National Planning Highway Network (NHPN)

The National Planning Highway Network (NHPN) contains line features representing over 450,000 miles of current and planned highways in the U.S. The NHPN, shown in Figure 1.1.6.1, consists of interstates, principal arterials, and rural minor arterials. The NHPN is in a GIS polyline shapefile format and is the digital source used for coding and publishing the FHWA approved National Highway System maps. The link connectivity in this network is considered good. This network served as the fundamental network on which the Southwest Interstate travel demand model was based. Link attributes of the network include roadway number of lanes, Highway Performance Monitoring System (HPMS) roadway functional classification, and others. The number of lanes and the functional classification of the links were also compared and validated against the GDOT RC data for the roadways links located inside the State of Georgia. Since the NHPN is updated frequently to response to the changes on the nation highway system, the latest version (2005) was used in the Southwest Georgia Interstate Study. In addition, only the networks for the continental 48 states were included for the development of the travel demand model.



Source: National Highway Planning Network, FHWA (2005)

Southwest Georgia Interstate Study

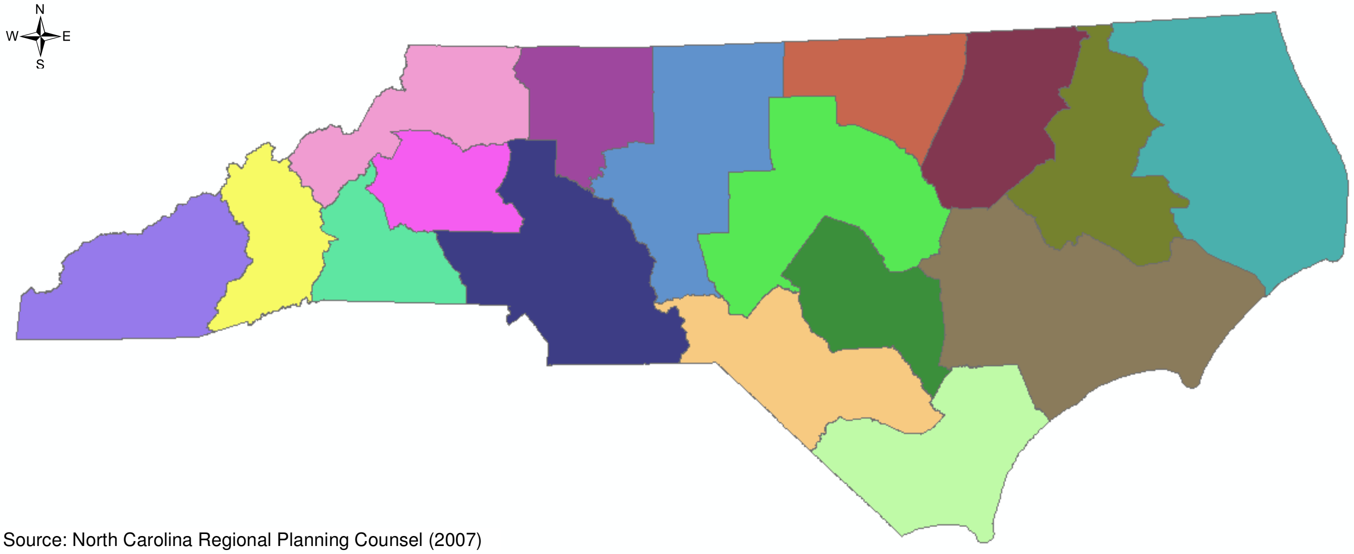
National Highway Planning Network

Data Collection Activities

Figure 1.1.6.1

1.1.7 Adjacent State Regional Planning Areas

The purpose of collecting adjacent state regional planning area data is to facilitate the development of the TAZ system for the regions immediately surrounding the State of Georgia and the Southwest Georgia Interstate study area. The primary goal of using this data is to obtain an accurate boundary reference for each of the Regional Planning areas, thereby assisting in the appropriate aggregation of the SE data for those regions. Each Regional Planning Area includes several counties, according to the jurisdiction of its Regional Planning Counsel (RPC). These counties and their associated SE data were collected and then aggregated into bigger planning regions. Accordingly, a polygon shapefile was then created at this aggregated geographical level with each polygon representing a Regional Planning Area. A typical example of the State Regional Planning Area is shown in Figure 1.1.7.1. Figure 1.1.7.1 displays the sample attribute table for the shapefile. These Regional Planning Areas were later incorporated as parts of the entire TAZ system; each of them represents an individual TAZ member.



Source: North Carolina Regional Planning Counsel (2007)

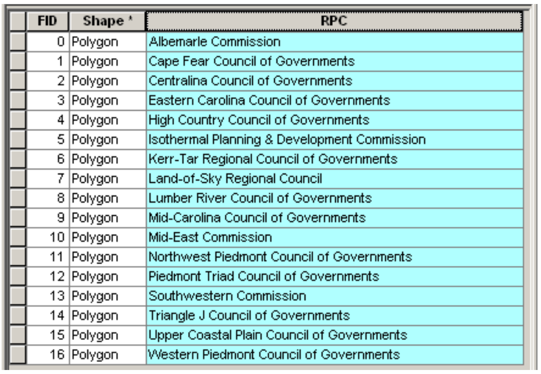
Southwest Georgia Interstate Study

North Carolina RPC

Data Collection Activities

Figure 1.1.7.1

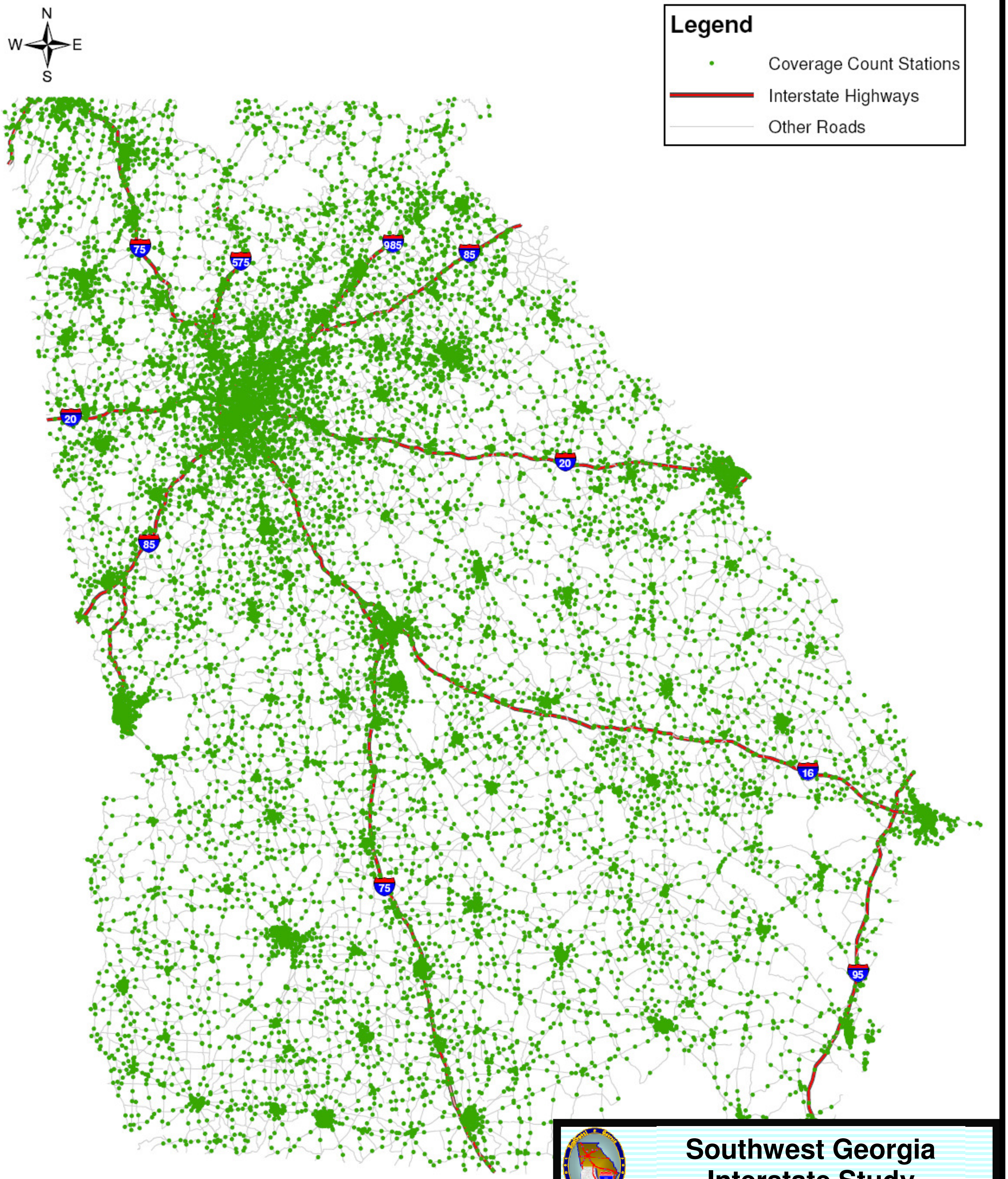
Table 1.1.7.1
North Carolina Regional Planning Areas Attribute Table Contents



FID	Shape *	RPC
0	Polygon	Albemarle Commission
1	Polygon	Cape Fear Council of Governments
2	Polygon	Centralina Council of Governments
3	Polygon	Eastern Carolina Council of Governments
4	Polygon	High Country Council of Governments
5	Polygon	Isothermal Planning & Development Commission
6	Polygon	Kerr-Tar Regional Council of Governments
7	Polygon	Land-of-Sky Regional Council
8	Polygon	Lumber River Council of Governments
9	Polygon	Mid-Carolina Council of Governments
10	Polygon	Mid-East Commission
11	Polygon	Northwest Piedmont Council of Governments
12	Polygon	Piedmont Triad Council of Governments
13	Polygon	Southwestern Commission
14	Polygon	Triangle J Council of Governments
15	Polygon	Upper Coastal Plain Council of Governments
16	Polygon	Western Piedmont Council of Governments

1.1.8 Traffic Count Stations

The GDOT coverage traffic count station shapefile was also collected from the Georgia GIS Clearing House. A total of over 17,000 GDOT coverage count stations are included in the shapefile. Each station includes the Annual Average Daily Traffic (AADT) data from year 2001 to 2006, as well as its reference geographic location. The count numbers are annotated either with “Actual” or with “Estimate” to signify the method used to generate the data. Also, many of these coverage stations have estimates for truck mixture. Overlay of the coverage count data with the model network layers in GIS helps the process of transferring traffic count information from the count stations to the network links in the travel demand model. This method is also used to calculate the accident rates. The coverage of the traffic count stations shapefile is shown in Figure 1.1.8.1.


N
W
E
S
Legend
Coverage Count Stations
Interstate Highways
Other Roads
75
575
985
85
20
20
85
16
75
95

Southwest Georgia Interstate Study

GDOT Count Stations

Data Collection Activities

Figure 1.1.81

Source: GDOT Coverage Count Stations (2006)

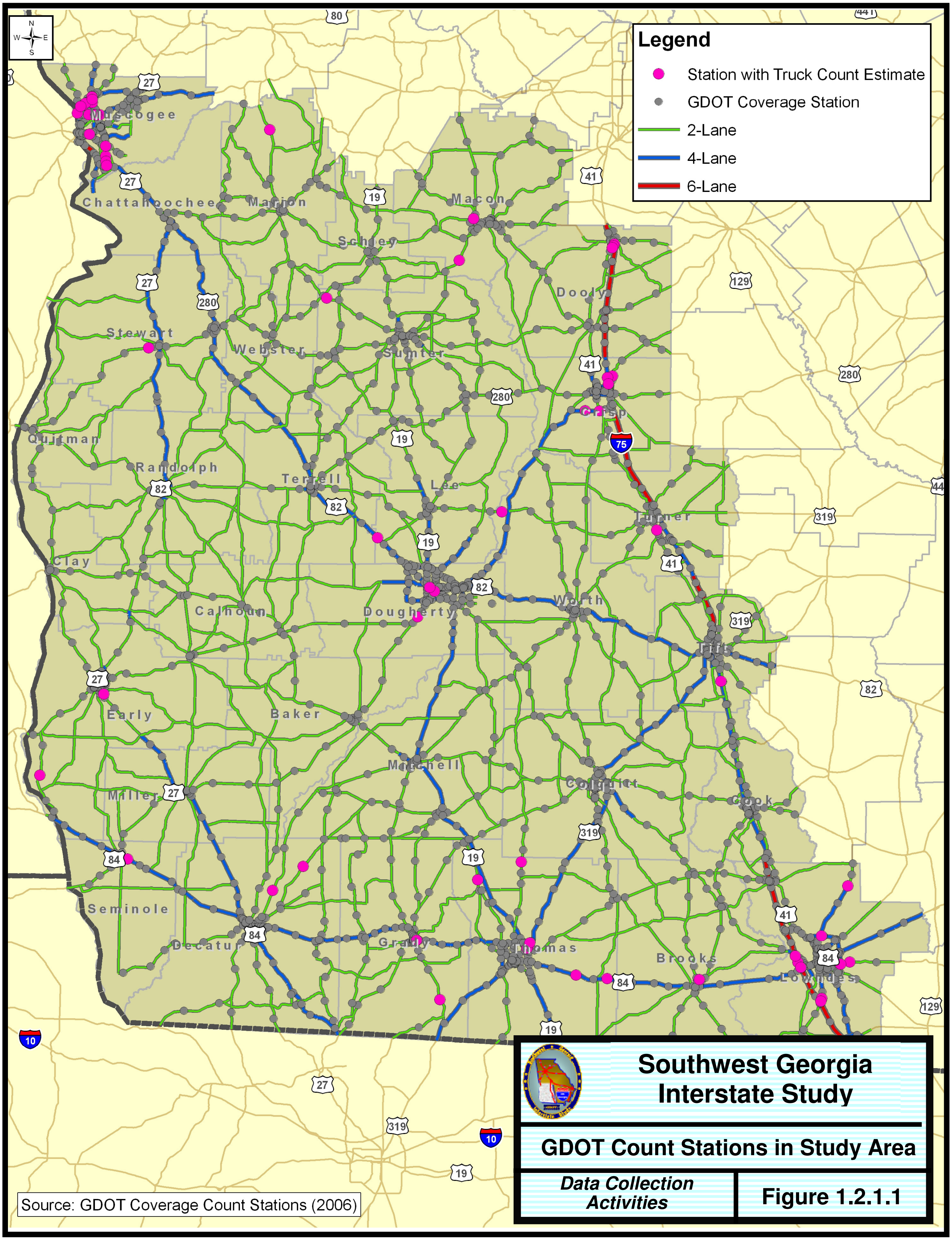
1.2 Collection of Supplemental Data

As part of this study effort additional data was collected. Vehicle classification counts were collected throughout the study area to supplement the existing vehicle classification counts. These counts will be used to assist with the evaluation of freight and goods movement within the study area.

1.2.1 Vehicle Classification Counts

There are approximately 1,500 locations where GDOT regularly collects average daily traffic and 65 locations where the percent of truck traffic is collected within the study area. These locations are shown in Figure 1.2.1.1. To supplement these data sets, daily vehicle classification counts were collected at 25 locations, shown in Figure 1.2.1.2. The selection of the sites for the collection of the vehicle classification counts was based on the following considerations.

- Location of existing traffic count locations
- Location of existing traffic count locations with percent truck volumes
- Traffic volumes
- Number of lanes per facility
- Functional classification


N
W
E
S
Legend
● Station with Truck Count Estimate
● GDOT Coverage Station
2-Lane
4-Lane
6-Lane
Muscogee
Chattahoochee
Marion
Macon
Schley
Dooly
Stewart
Webster
Sumter
Crisp
Quitman
Randolph
Terrell
Lee
Turner
Clay
Calhoun
Dougherty
Worth
Tift
Early
Baker
Mitchell
Colquitt
Cook
Miller
Seminole
Decatur
Grady
Thomas
Brooks
Lowndes
80
441
27
41
19
129
280
75
82
319
44
84
10

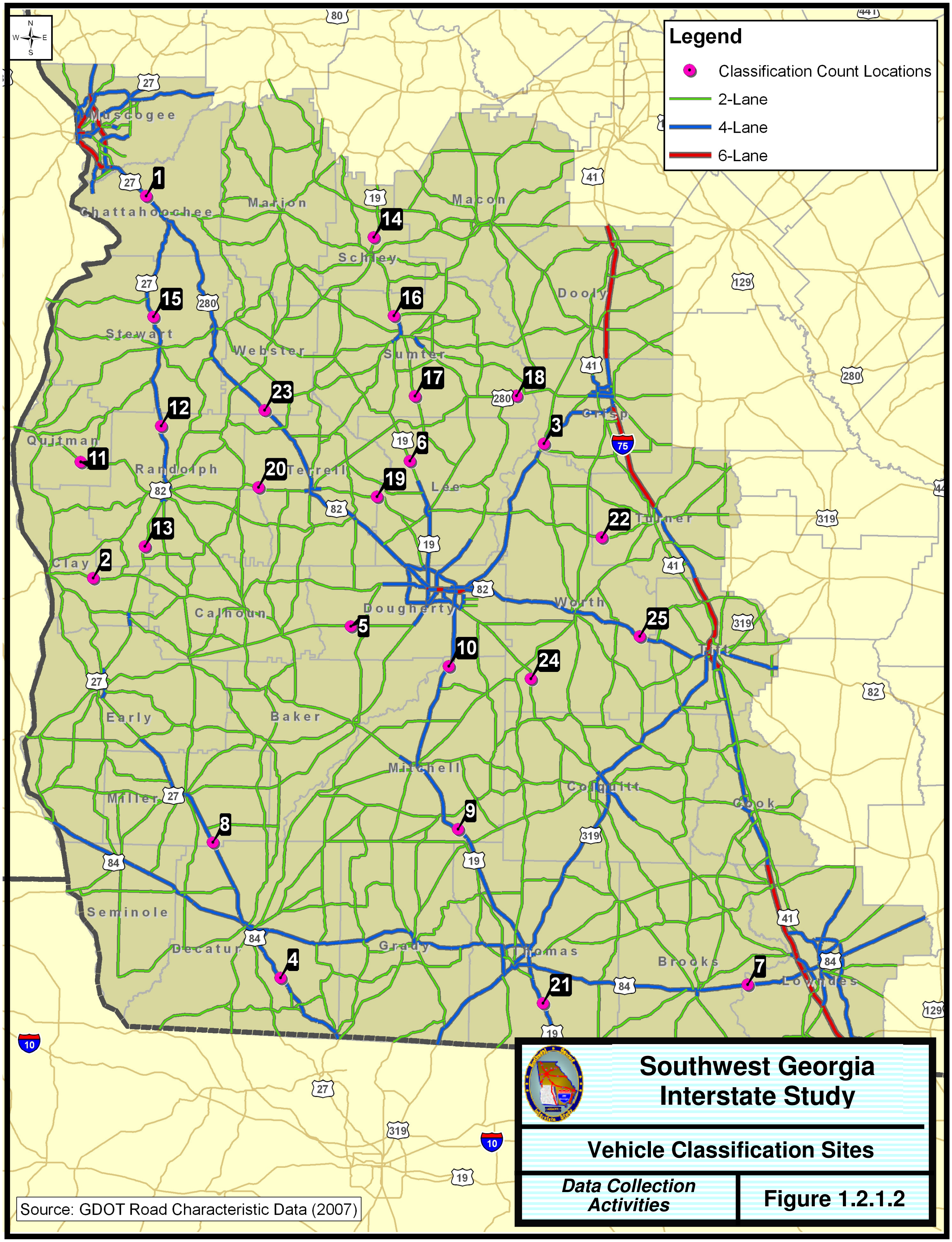
Southwest Georgia Interstate Study

GDOT Count Stations in Study Area

Data Collection Activities

Figure 1.2.1.1

Source: GDOT Coverage Count Stations (2006)


N
W
E
S
Legend
Classification Count Locations
2-Lane
4-Lane
6-Lane
Muscogee
Chattahoochee
Marion
Macon
Schley
Dooly
Stewart
Webster
Sumter
Crisp
Quitman
Randolph
Terrell
Lee
Turner
Clay
Calhoun
Dougherty
Worth
Tift
Early
Baker
Mitchell
Colquitt
Cook
Miller
Seminole
Decatur
Grady
Thomas
Brooks
Lowndes
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
75
10
19
27
41
80
82
84
129
280
319
441

Southwest Georgia Interstate Study

Vehicle Classification Sites

Data Collection Activities

Figure 1.2.1.2

Source: GDOT Road Characteristic Data (2007)

Table 1.2.1.1
List of Locations for Vehicle Classification Counts

ID	County	Location	Number of Lanes
1	Chattahoochee	US27/SR520/Martha Berry Hwy. between I-185 & SR26/Clarke Duncan Hwy. approximate to Hourglass Rd overpass	4
2	Clay	SR37 between CR131 and SR39 east of Fort Gaines	2
3	Crisp	SR300 Georgia Florida Pkwy between Arabi Warwick Rd & Coney Rd south of Cordele	4
4	Decatur	US27/Martha Berry Hwy. north of Attapulgus Climax Rd & south of Bainbridge	4
5	Dougherty	SR62/Leary Rd west of Eightmile Rd & SR55 east of Leary	2
6	Lee	US19 between Leesburg & Smithville	2
7	Lowndes	US84/US221/Wiregrass Georgia Pkwy between CR778 & SR333, west of Valdosta	4
8	Miller	US27/SR1/Colquitt Hwy. between CR14/Babcock Rd and Brinson Airbase Rd. north of Decatur County Industrial Air Park	4
9	Mitchell	US19/Georgia Florida Pkwy. between SR111 in Meigs & SR93 in Pelham	4
10	Mitchell	US19/Georgia Florida Pkwy. between SR93 & Nelms Rd south of Albany	4
11	Quitman	US82/Jefferson Davis Memorial Hwy. west of Cuthbert between CR84/Union Church Rd & CR82/ Hatcher Rd.	2
12	Randolph	US27/SR1/ Martha Berry Hwy. between SR27 & US82. between Lumpkin & Cuthbert	4
13	Randolph	US27/SR1 between CR70 & CR153/Cargenie Vilulah Rd	2
14	Schley	US19/ between SR26/E Oglethorpe St & SR240 north of Ellaville	2
15	Stewart	US27/SR1/Martha Berry Hwy. between SR39 north loop & SR39 south loop, north of Lumpkin.	4
16	Sumter	US19/SR3/Mcgarrah St between SR30/Adderton St & Shilloh Rd north of Americus	2
17	Sumter	SR377/Lee St between SR188 & Mask Rd south of Americus	2
18	Sumter	US280/SR30 between Lamar Rd & Pryor Rd	2
19	Terrell	SR32/Leesburg Hwy between CR166/Callis Rd & Palmyra Rd	2
20	Terrell	US82/Jefferson Memorial Hwy. between SR45/Doverle Hwy. west of Dawson & SR41 east of Shellman	2
21	Thomas	US19/Georgia Florida Pkwy. south of Thomasville & north of GA/FL state line	4

Table 1.2.1.1 (continued)
List of Locations for Vehicle Classification Counts

ID	County	Location	Number of Lanes
22	Turner	SR32/Jefferson Davis Memorial Hwy between SR33 & SR112 west of Ashburn	2
23	Webster	SR520/S Georgia Pkwy. Between Main St in Parrott & SR41 in Weston	4
24	Worth	SR133/Billy Langdale Pkwy. between SR270/Doerun-Sylvester Rd in Doerun & SR112	2
25	Worth	US82/Jefferson Davis Memorial Hwy. between CR419 in Ty& Sumner Rd in Sumner	4

Summaries of the vehicle classification counts by vehicle type and type of data for each of the locations are shown in Figures 1.2.1.3- 1.2.1.27 and Tables 1.2.1.5. – 1.2.1.30. The results from the counts were reviewed and compared to existing surrounding counts for reasonableness. The percentage of travel due to trucks was estimated based on the counts by the vehicle classification categories. These percentages were then incorporated into the highway network to assist with the validation of the highway assignment.

The peak hour traffic volumes for automobiles occurred between 7:00 a.m and 8:00 a.m. in the morning and 5:00 p.m. and 6:00 p.m. in the evening for practically all of the locations. The peak hour travel movements for both single unit and heavy duty trucks varied dramatically by hour for most locations. The peak hour traffic movements for single unit and heavy trucks occurred between 9:00 a.m. and 12:00 p.m. and between 12:00 p.m. and 4:00 p.m depending on the location. For the locations surveyed, the peak hour truck movements usually did not coincide with the peak hour automobile travel. In all of the sites, the largest single unit and heavy duty truck movements occurred between 10:00 a.m. and 6:00 p.m.

The percent of single unit truck traffic accounted for a range of 3.6 to 18.9% of the daily traffic. In only the five locations listed below, did the percent of single unit truck traffic exceed 10% of the daily traffic.

Table 1.2.1.2
Locations with Largest Percent of Daily Single Unit Truck Traffic

Location	Name	County	Total Daily Traffic	Daily Single Unit Truck Traffic	Percent Daily Single Unit Truck Traffic
4	US 27/Martha Berry Hwy	Decatur	5,079	718	14.1
9	US19/Georgia Florida Pkwy	Mitchell	8,050	1,335	16.6
14	US 19	Schley	1,772	335	18.9
18	US280/SR30	Sumter	3,572	474	13.3
24	SR133/Billy Langdale Pkwy	Worth	2,995	421	14.1

While these percentages may be high, the actual number of single unit truck trips ranged from 335 to 1,335. Location 9 – US19/Georgia Florida Pkwy in Mitchell County had the largest number of daily single unit truck trips, 1,335, while Location 4 - US 27/Martha Berry Hwy in Decatur County had the next highest number of daily single unit truck trips of 718.

In 18 of the 25 locations surveyed, the percent of daily heavy truck traffic exceeded the percent of daily single unit truck traffic. The percent of daily heavy truck traffic varied dramatically between the stations from 1.7% to 38.1% representing 26 to 1,521 heavy truck vehicles. The following locations identified in Table 1.2.1.3 had the highest percentages of daily heavy truck travel. The total daily traffic volumes at these locations are below 5,000.

Table 1.2.1.3
Locations with Largest Percent of Daily Heavy Truck Traffic

Location	Name	County	Total Daily Traffic	Daily Heavy Duty Truck Traffic	Percent Daily Heavy Duty Truck Traffic
2	SR37	Clay	909	196	21.6
11	US82/Jefferson Davis Memorial Hwy	Quitman	1,846	497	26.9
12	US27/SR1/Martha Berry Hwy	Randolph	1,274	333	26.1

Location	Name	County	Total Daily Traffic	Daily Heavy Duty Truck Traffic	Percent Daily Heavy Duty Truck Traffic
13	US27/SR1	Randolph	1,372	523	38.1
20	US82/Jefferson Davis Memorial Hwy	Terrell	3,559	738	20.7
23	SR520/S Georgia Pkwy	Webster	4,415	1,281	29.0

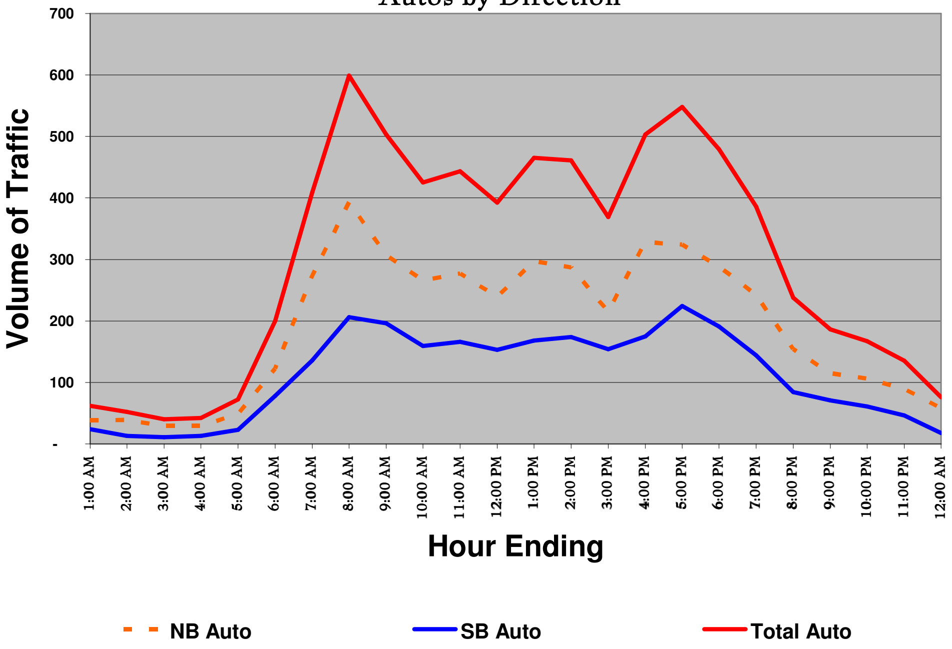
Table 1.2.1.4 lists the locations with the largest number of daily heavy duty truck trips. These are also the locations where the largest daily traffic volumes were recorded. The locations of these sites are on facilities that serve the urban areas such as Columbus and Albany or serve I-75 N.

Table 1.2.1.4
Locations with Largest Number of Daily
Heavy Duty Truck Traffic

Location	Name	County	Total Daily Traffic	Daily Heavy Duty Truck Traffic	Percent Daily Heavy Duty Truck Traffic
1	US27/SR520/Martha Berry Hwy	Chattahoochee	9,180	1,459	15.9
3	SR300/Georgia Florida Pkwy	Crisp	9,480	1,800	19.0
7	US84/US221/Wiregrass Georgia Pkwy	Lowndes	9,301	1,521	16.4
10	US19/Georgia Florida Pkwy	Mitchell	10,320	1,098	10.6
23	SR520/S Georgia Pkwy	Webster	4,415	1,281	29.0
25	US82/Jefferson Davis Memorial Hwy	Worth	9,538	1,651	17.3

Figure 1.2.1.3
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 1 – US27/SR 520 Martha Berry Hwy (Chattahoochee County)

Autos by Direction



Single Unit Trucks by Direction

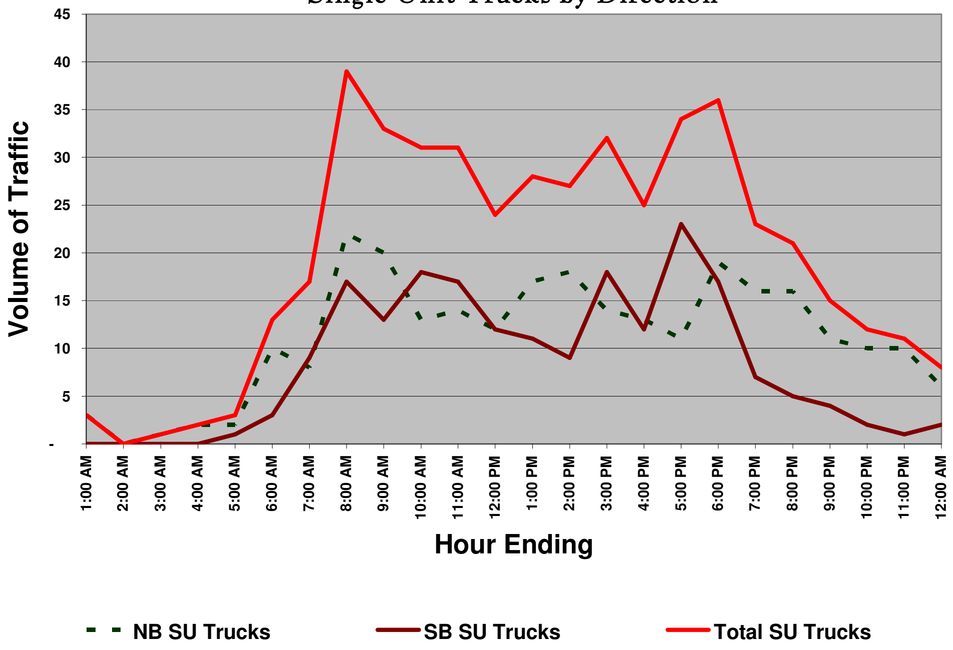
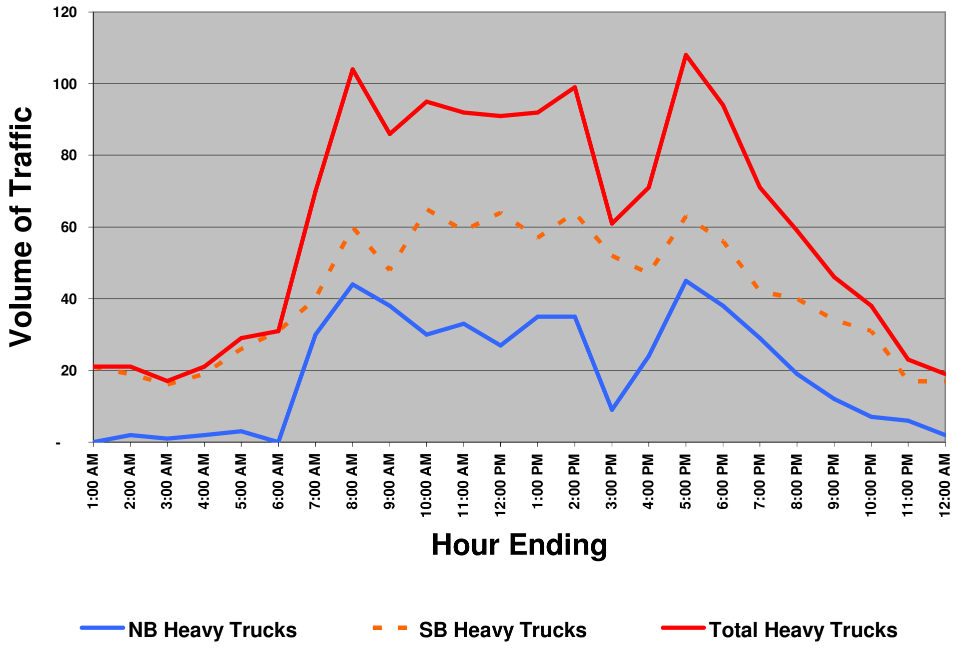


Figure 1.2.1.3 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 1 – US27/SR 520 Martha Berry Hwy (Chattahoochee County)


Heavy Trucks by Direction

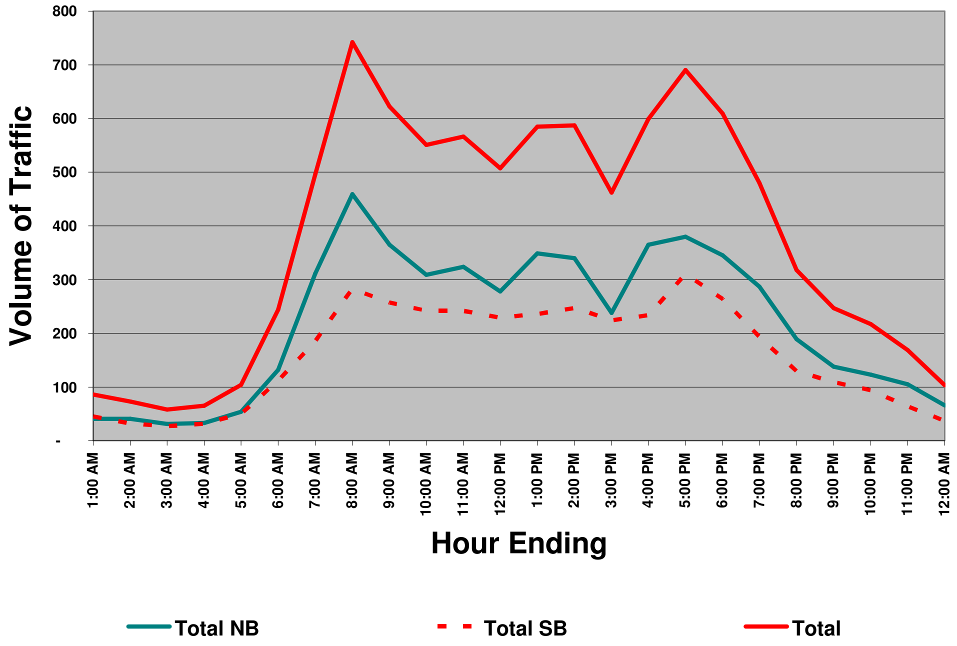
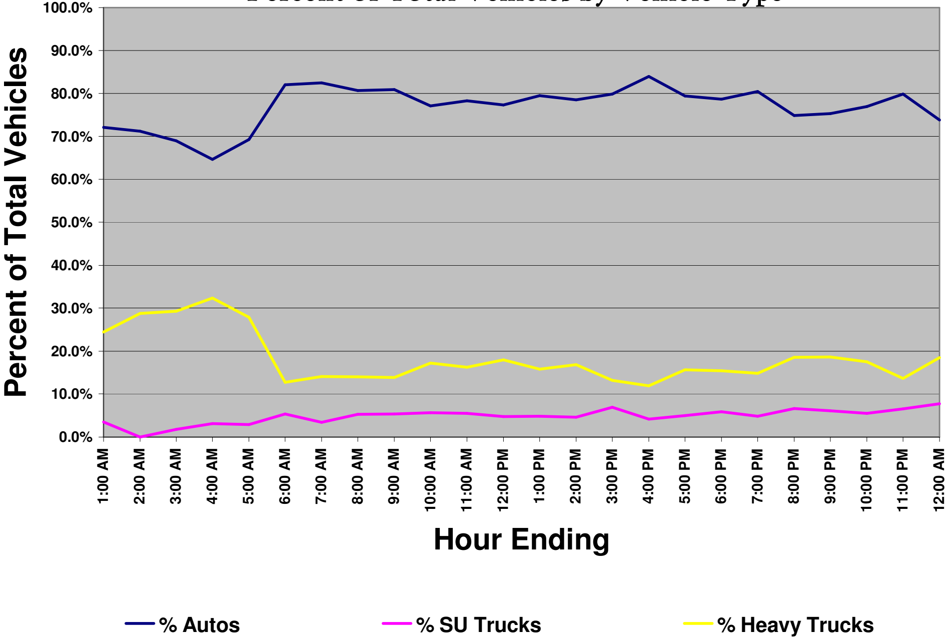

Total Vehicles by Direction

Figure 1.2.1.3 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 1 – US27/SR 520 Martha Berry Hwy (Chattahoochee County)

Percent of Total Vehicles by Vehicle Type



Percent of Total Vehicles by Direction

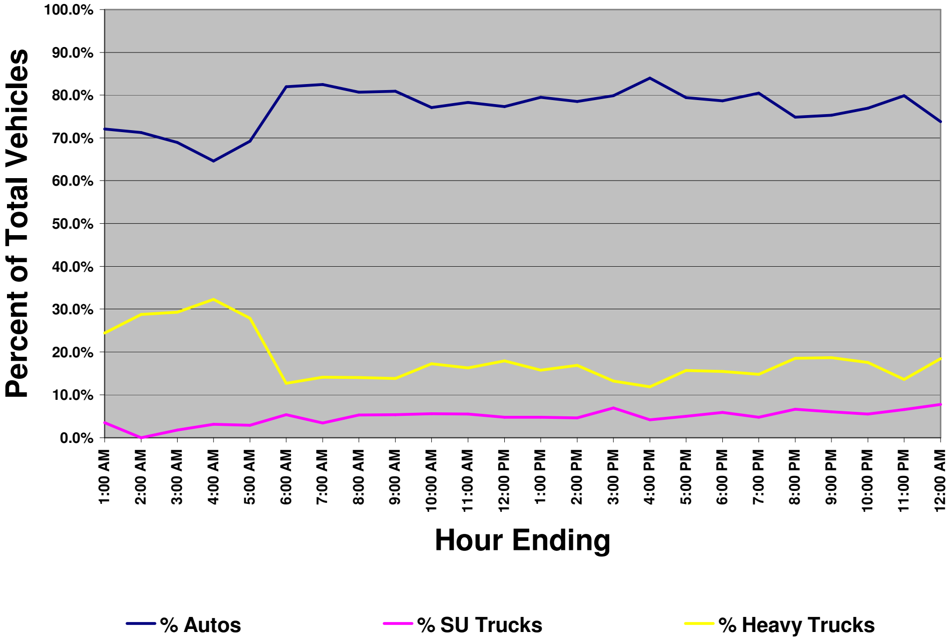


Table 1.2.1.5
Twenty-Four Vehicle Classification Count
Location 1 – US27/SR 520 Martha Berry Hwy (Chattahoochee County)

Location: **Between I-185 and SR 26/Clarke Duncan Hwy**

Hour	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
Ending	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	38	24	62	72.1%	3	0	3	3.5%	-	21	21	24.4%	41	45	86	100.0%
2:00 AM	39	13	52	71.2%	-	0	0	0.0%	2	19	21	28.8%	41	32	73	100.0%
3:00 AM	29	11	40	69.0%	1	0	1	1.7%	1	16	17	29.3%	31	27	58	100.0%
4:00 AM	29	13	42	64.6%	2	0	2	3.1%	2	19	21	32.3%	33	32	65	100.0%
5:00 AM	49	23	72	69.2%	2	1	3	2.9%	3	26	29	27.9%	54	50	104	100.0%
6:00 AM	122	78	200	82.0%	10	3	13	5.3%	-	31	31	12.7%	132	112	244	100.0%
7:00 AM	273	136	409	82.5%	8	9	17	3.4%	30	40	70	14.1%	311	185	496	100.0%
8:00 AM	393	206	599	80.7%	22	17	39	5.3%	44	60	104	14.0%	459	283	742	100.0%
9:00 AM	307	196	503	80.9%	20	13	33	5.3%	38	48	86	13.8%	365	257	622	100.0%
10:00 AM	266	159	425	77.1%	13	18	31	5.6%	30	65	95	17.2%	309	242	551	100.0%
11:00 AM	277	166	443	78.3%	14	17	31	5.5%	33	59	92	16.3%	324	242	566	100.0%
12:00 PM	239	153	392	77.3%	12	12	24	4.7%	27	64	91	17.9%	278	229	507	100.0%
1:00 PM	297	168	465	79.5%	17	11	28	4.8%	35	57	92	15.7%	349	236	585	100.0%
2:00 PM	287	174	461	78.5%	18	9	27	4.6%	35	64	99	16.9%	340	247	587	100.0%
3:00 PM	215	154	369	79.9%	14	18	32	6.9%	9	52	61	13.2%	238	224	462	100.0%
4:00 PM	328	175	503	84.0%	13	12	25	4.2%	24	47	71	11.9%	365	234	599	100.0%
5:00 PM	324	224	548	79.4%	11	23	34	4.9%	45	63	108	15.7%	380	310	690	100.0%
6:00 PM	288	191	479	78.7%	19	17	36	5.9%	38	56	94	15.4%	345	264	609	100.0%
7:00 PM	242	144	386	80.4%	16	7	23	4.8%	29	42	71	14.8%	287	193	480	100.0%
8:00 PM	154	84	238	74.8%	16	5	21	6.6%	19	40	59	18.6%	189	129	318	100.0%
9:00 PM	115	71	186	75.3%	11	4	15	6.1%	12	34	46	18.6%	138	109	247	100.0%
10:00 PM	106	61	167	77.0%	10	2	12	5.5%	7	31	38	17.5%	123	94	217	100.0%
11:00 PM	89	46	135	79.9%	10	1	11	6.5%	6	17	23	13.6%	105	64	169	100.0%
12:00 AM	58	18	76	73.8%	6	2	8	7.8%	2	17	19	18.4%	66	37	103	100.0%
Total	4,564	2,688	7,252	79.0%	268	201	469	5.1%	471	988	1,459	15.9%	5,303	3,877	9,180	100.0%

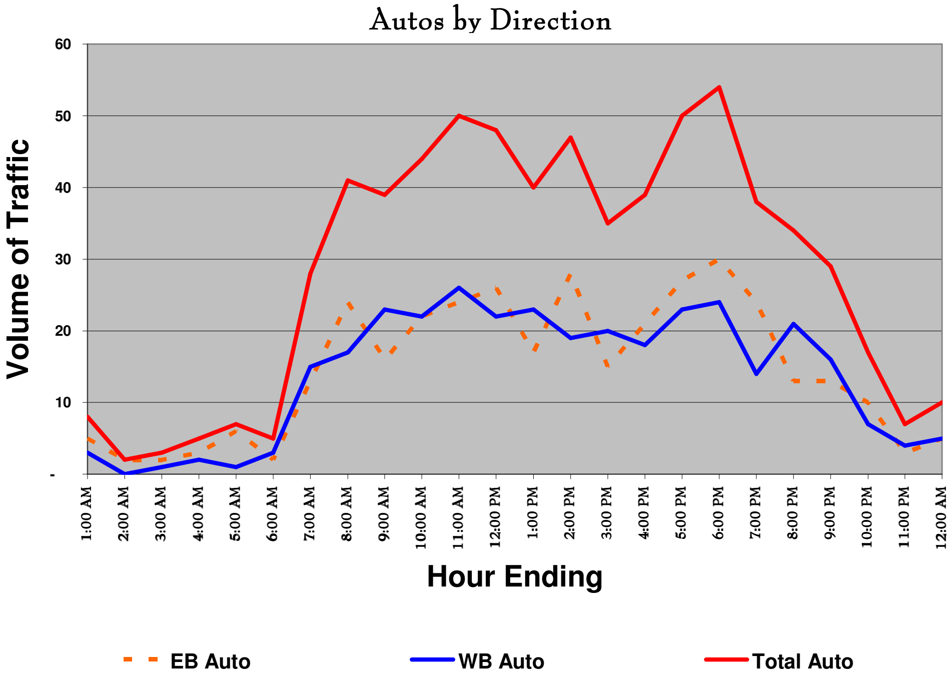
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*599*	*8.3%*	*4:00 PM*	*5:00 PM*	*548*	*7.6%*	*7,252*	*79%*
*Med-Trk	*7:00 AM*	*8:00 AM*	*39*	*8.3%*	*5:00 PM*	*6:00 PM*	*36*	*7.7%*	*469*	*5%*
*Hvy-Trk	*7:00 AM*	*8:00 AM*	*104*	*7.1%*	*4:00 PM*	*5:00 PM*	*108*	*7.4%*	*1,459*	*16%*
Total	*7:00 AM*	*8:00 AM*	*742*	*8.1%*	*4:00 PM*	*5:00 PM*	*690*	*7.5%*	*9,180*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Date Report Prepared:	*PS*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.4
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 2 – SR37 (Clay County)



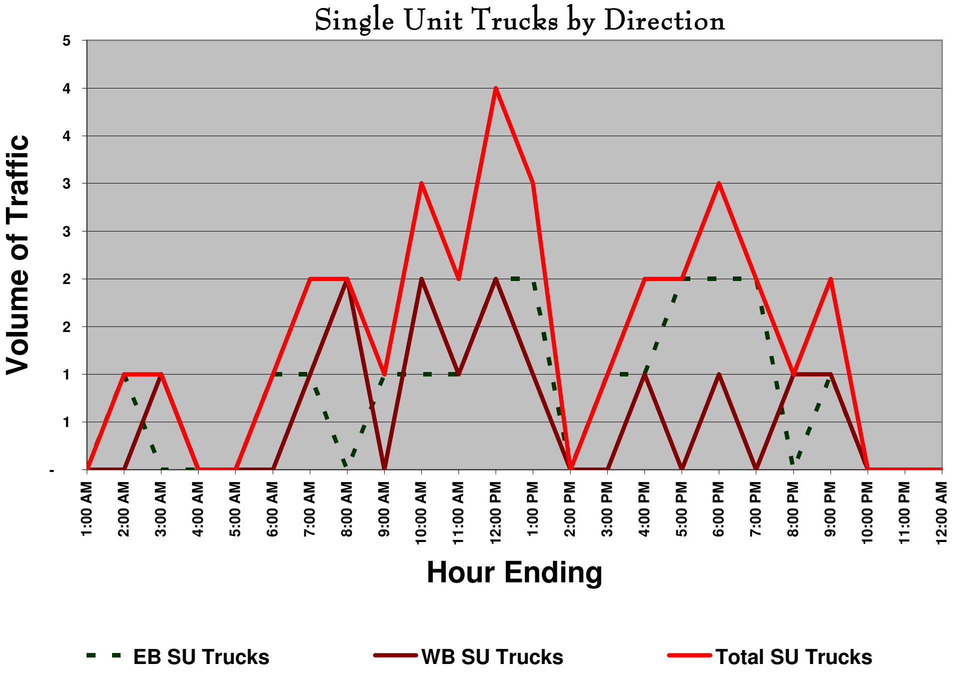
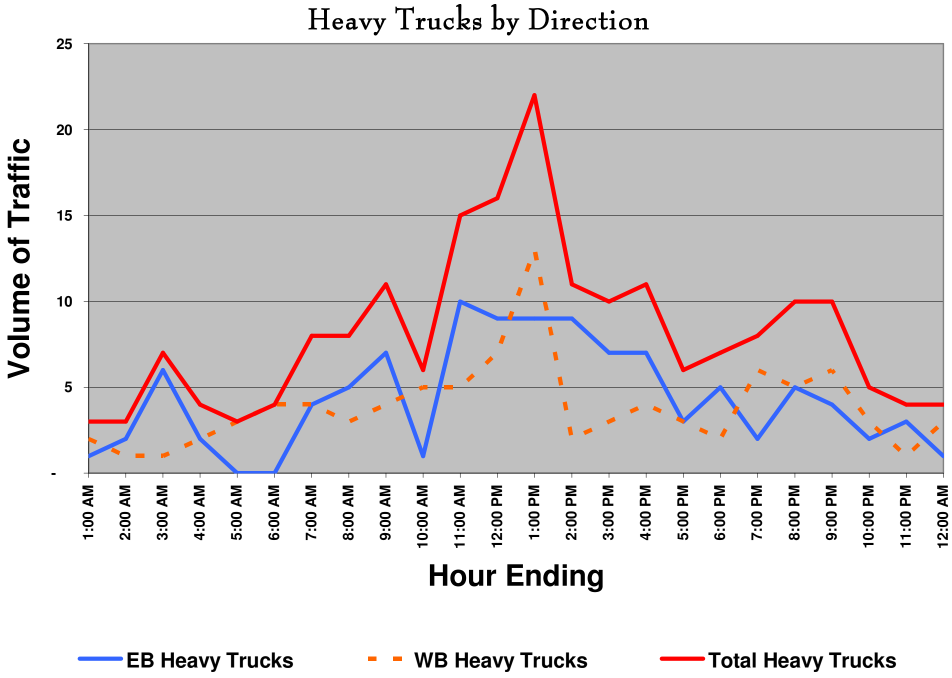


Figure 1.2.1.4 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 2 – SR37 (Clay County)


Heavy Trucks by Direction

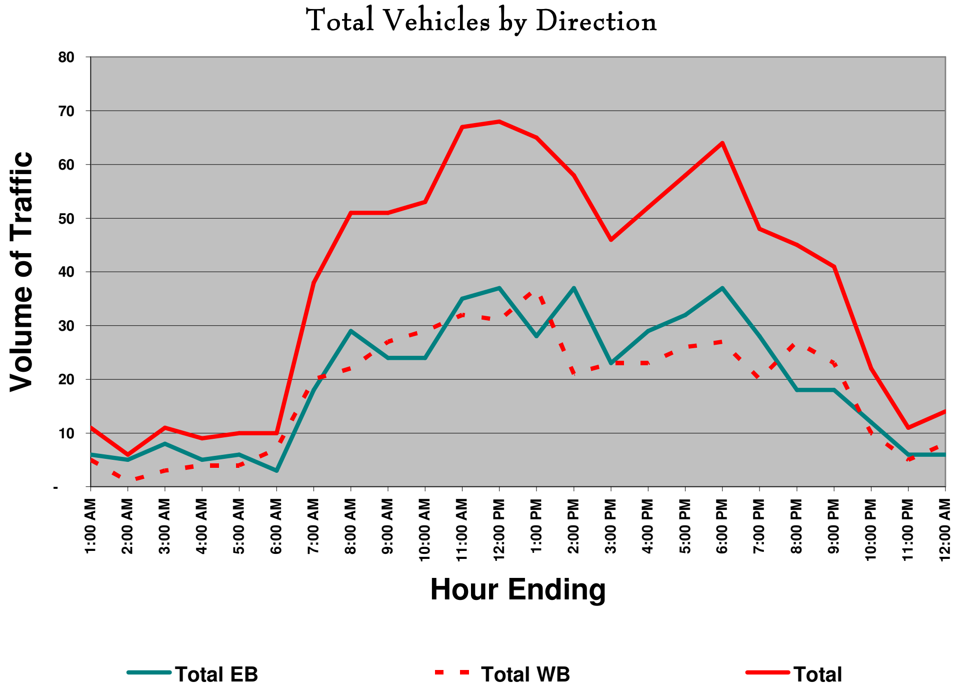
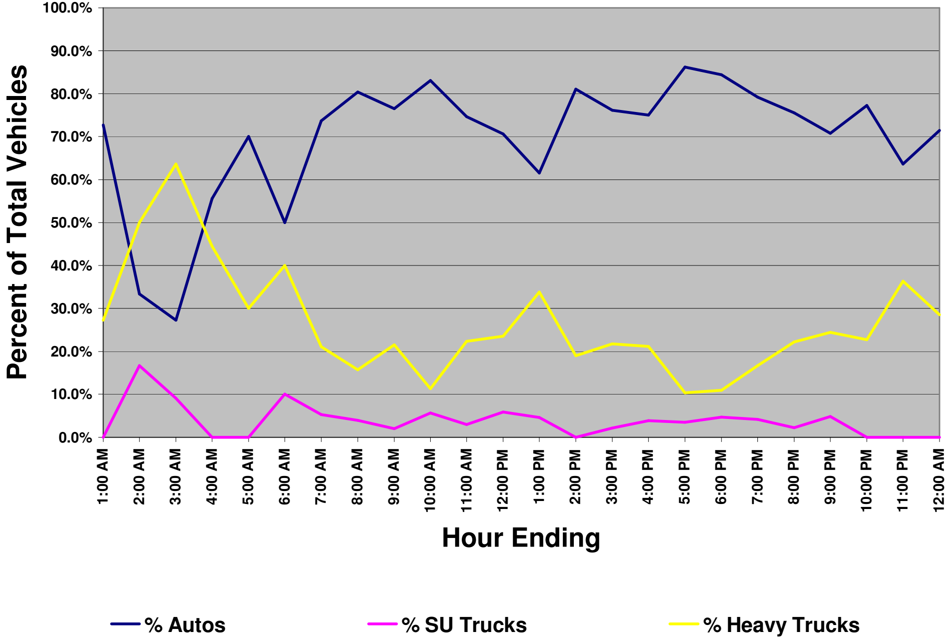

Total Vehicles by Direction

Figure 1.2.1.4 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 2 – SR37 (Clay County)

Percent of Total Vehicles by Vehicle Type



Percent of Total Vehicles by Direction

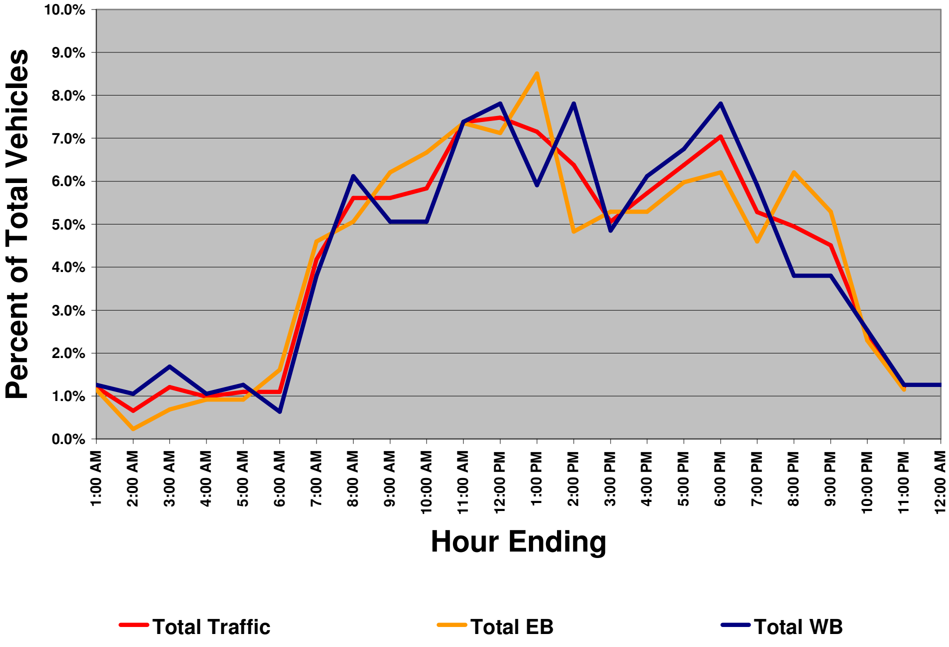


Table 1.2.1.6
Twenty-Four Vehicle Classification Count
Location 2 – SR37 (Clay County)

Location: Between CR131 and SR39

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	EB	WB	Total	Percent	EB	WB	Total	Percent	EB	WB	Total	Percent	EB	WB	Total	Percent
1:00 AM	5	3	8	72.7%	-	0	0	0.0%	1	2	3	27.3%	6	5	11	100.0%
2:00 AM	2	0	2	33.3%	1	0	1	16.7%	2	1	3	50.0%	5	1	6	100.0%
3:00 AM	2	1	3	27.3%	-	1	1	9.1%	6	1	7	63.6%	8	3	11	100.0%
4:00 AM	3	2	5	55.6%	-	0	0	0.0%	2	2	4	44.4%	5	4	9	100.0%
5:00 AM	6	1	7	70.0%	-	0	0	0.0%	-	3	3	30.0%	6	4	10	100.0%
6:00 AM	2	3	5	50.0%	1	0	1	10.0%	-	4	4	40.0%	3	7	10	100.0%
7:00 AM	13	15	28	73.7%	1	1	2	5.3%	4	4	8	21.1%	18	20	38	100.0%
8:00 AM	24	17	41	80.4%	-	2	2	3.9%	5	3	8	15.7%	29	22	51	100.0%
9:00 AM	16	23	39	76.5%	1	0	1	2.0%	7	4	11	21.6%	24	27	51	100.0%
10:00 AM	22	22	44	83.0%	1	2	3	5.7%	1	5	6	11.3%	24	29	53	100.0%
11:00 AM	24	26	50	74.6%	1	1	2	3.0%	10	5	15	22.4%	35	32	67	100.0%
12:00 PM	26	22	48	70.6%	2	2	4	5.9%	9	7	16	23.5%	37	31	68	100.0%
1:00 PM	17	23	40	61.5%	2	1	3	4.6%	9	13	22	33.8%	28	37	65	100.0%
2:00 PM	28	19	47	81.0%	-	0	0	0.0%	9	2	11	19.0%	37	21	58	100.0%
3:00 PM	15	20	35	76.1%	1	0	1	2.2%	7	3	10	21.7%	23	23	46	100.0%
4:00 PM	21	18	39	75.0%	1	1	2	3.8%	7	4	11	21.2%	29	23	52	100.0%
5:00 PM	27	23	50	86.2%	2	0	2	3.4%	3	3	6	10.3%	32	26	58	100.0%
6:00 PM	30	24	54	84.4%	2	1	3	4.7%	5	2	7	10.9%	37	27	64	100.0%
7:00 PM	24	14	38	79.2%	2	0	2	4.2%	2	6	8	16.7%	28	20	48	100.0%
8:00 PM	13	21	34	75.6%	-	1	1	2.2%	5	5	10	22.2%	18	27	45	100.0%
9:00 PM	13	16	29	70.7%	1	1	2	4.9%	4	6	10	24.4%	18	23	41	100.0%
10:00 PM	10	7	17	77.3%	-	0	0	0.0%	2	3	5	22.7%	12	10	22	100.0%
11:00 PM	3	4	7	63.6%	-	0	0	0.0%	3	1	4	36.4%	6	5	11	100.0%
12:00 AM	5	5	10	71.4%	-	0	0	0.0%	1	3	4	28.6%	6	8	14	100.0%
Total	351	329	680	74.8%	19	14	33	3.6%	104	92	196	21.6%	474	435	909	100.0%

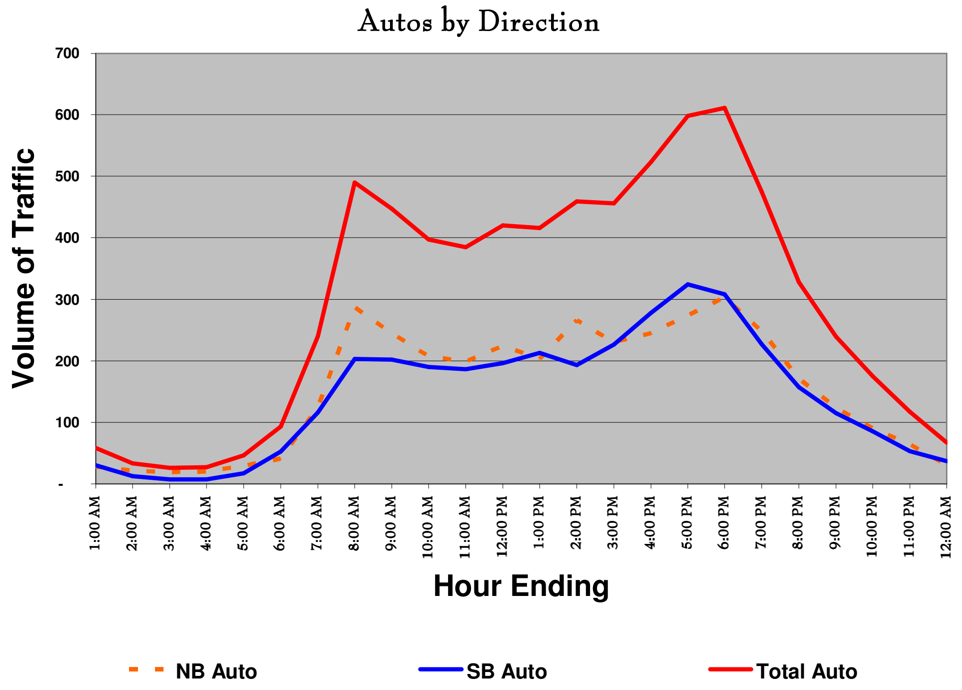
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*10:00 AM*	*11:00 AM*	*50*	*7.4%*	*5:00 PM*	*6:00 PM*	*54*	*7.9%*	*680*	*75%*
*Med-Trk	*11:00 AM*	*12:00 PM*	*4*	*12.1%*	*12:00 PM*	*1:00 PM*	*3*	*9.1%*	*33*	*4%*
*Hvy-Trk	*11:00 AM*	*12:00 PM*	*16*	*8.2%*	*12:00 PM*	*1:00 PM*	*22*	*11.2%*	*196*	*22%*
Total	*11:00 AM*	*12:00 PM*	*68*	*7.5%*	*12:00 PM*	*1:00 PM*	*65*	*7.2%*	*909*	*100%*

Machine Count Made By: *ATDS*
Day-of-Week of Count: *Tuesday*
Date of Count: *5/13/2008*
Report Prepared By: *5/30/2008*
Date Report Prepared: *PS*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.5
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 3 – SR300 Georgia Florida Parkway (Crisp County)


Autos by Direction

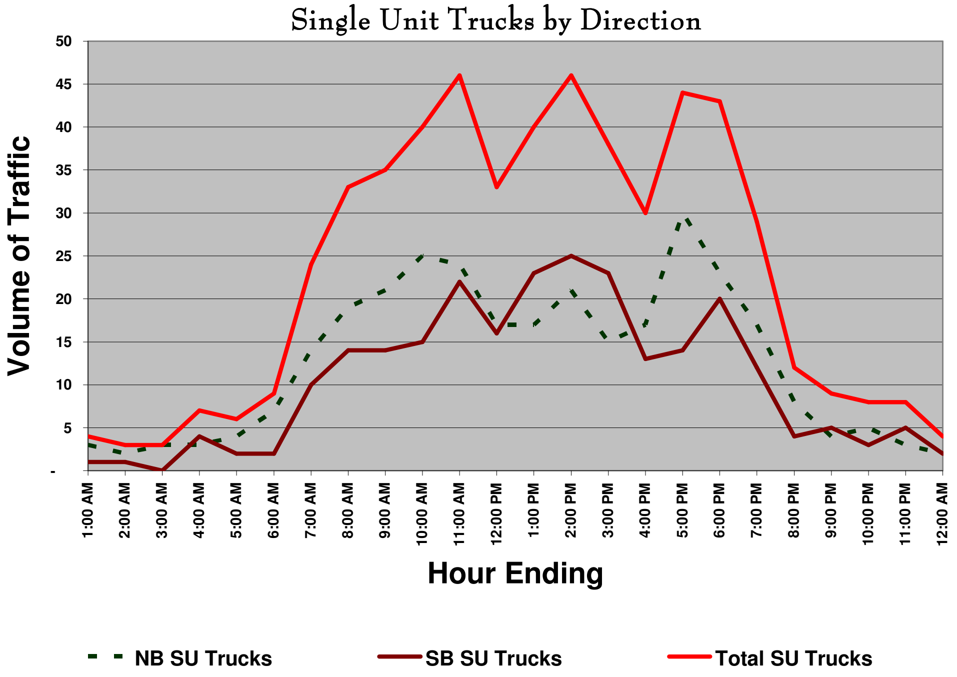
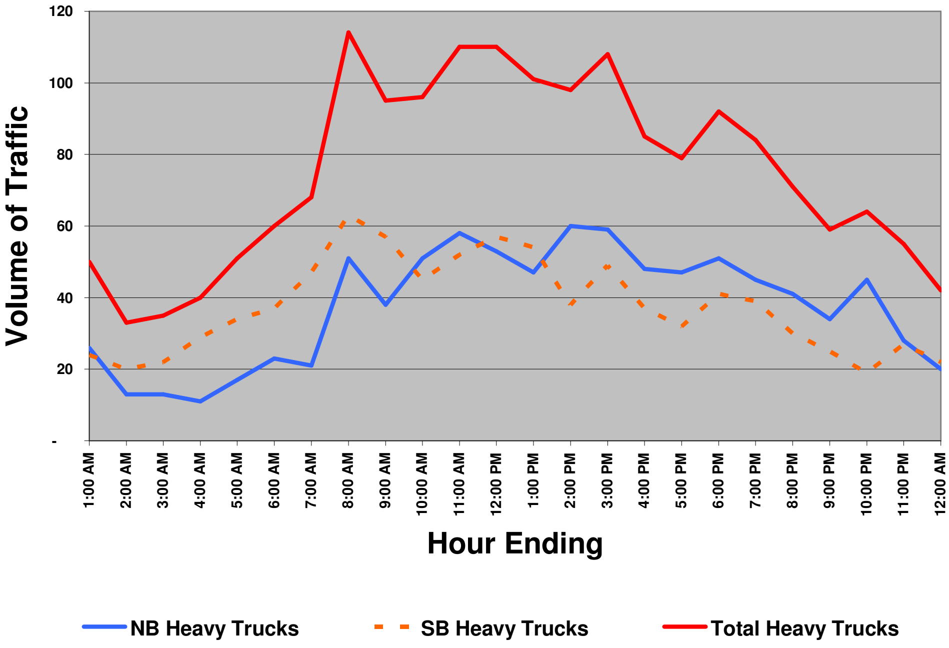

Single Unit Trucks by Direction

Figure 1.2.1.5 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 3 – SR300 Georgia Florida Parkway (Crisp County)

Heavy Trucks by Direction



Total Vehicles by Direction

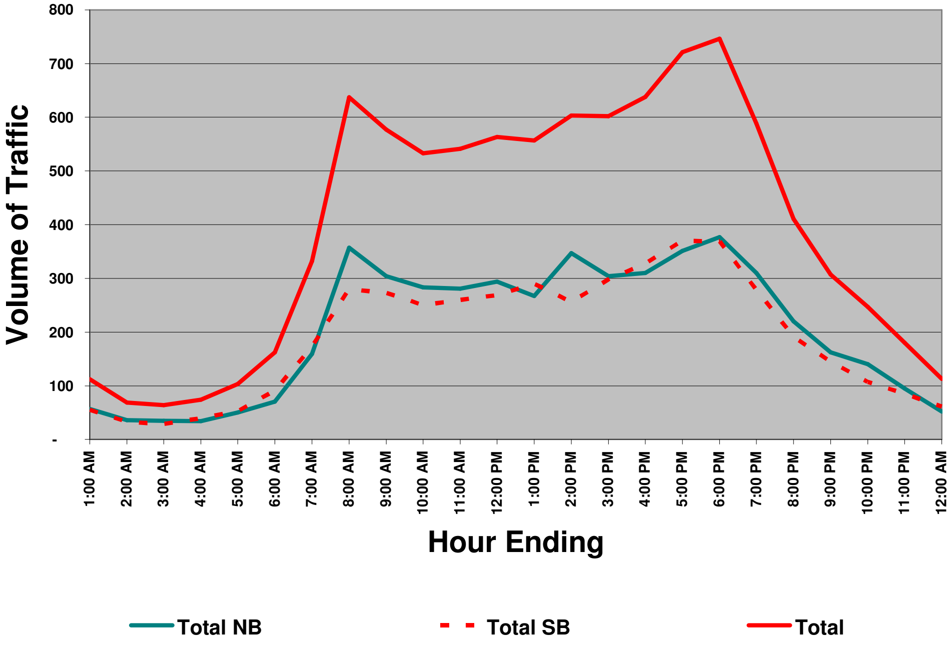
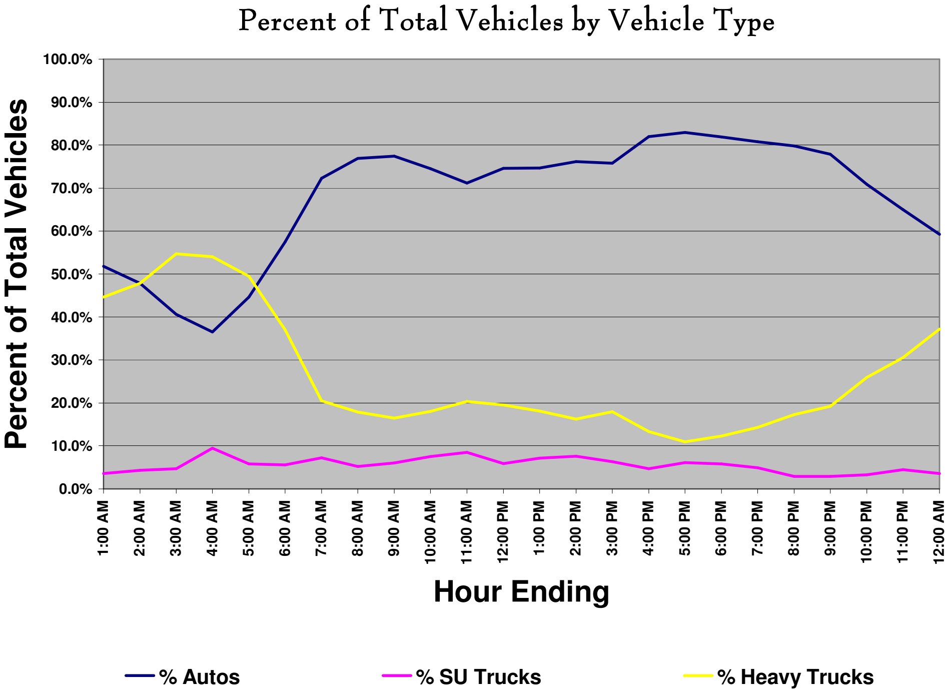


Figure 1.2.1.5 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 3 – SR300 Georgia Florida Parkway (Crisp County)



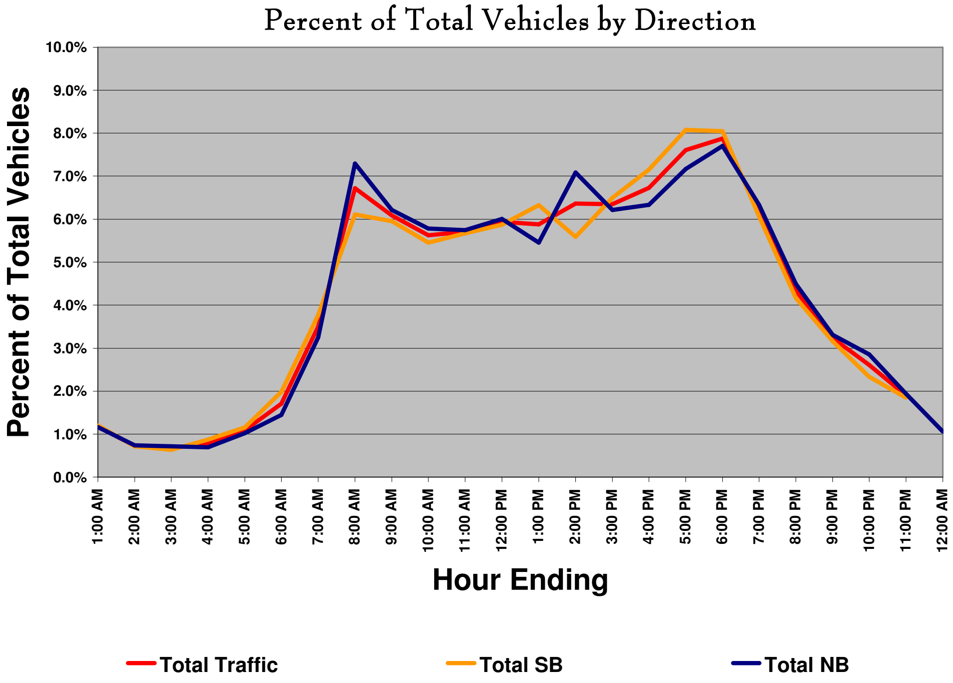


Table 1.2.1.7
Twenty-Four Vehicle Classification Count
Location 3 – SR300 Georgia Florida Parkway (Crisp County)

Location: **Between Arabi Warwick Rd and Coney Rd**

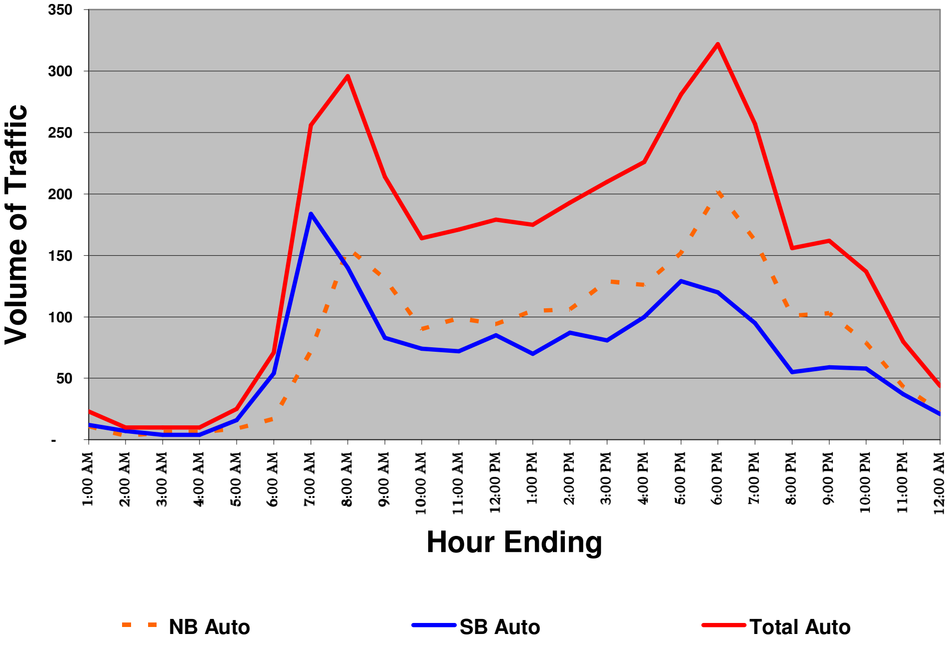
Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	28	30	58	51.8%	3	1	4	3.6%	26	24	50	44.6%	57	55	112	100.0%
2:00 AM	21	12	33	47.8%	2	1	3	4.3%	13	20	33	47.8%	36	33	69	100.0%
3:00 AM	19	7	26	40.6%	3	0	3	4.7%	13	22	35	54.7%	35	29	64	100.0%
4:00 AM	20	7	27	36.5%	3	4	7	9.5%	11	29	40	54.1%	34	40	74	100.0%
5:00 AM	29	17	46	44.7%	4	2	6	5.8%	17	34	51	49.5%	50	53	103	100.0%
6:00 AM	41	52	93	57.4%	7	2	9	5.6%	23	37	60	37.0%	71	91	162	100.0%
7:00 AM	124	116	240	72.3%	14	10	24	7.2%	21	47	68	20.5%	159	173	332	100.0%
8:00 AM	287	203	490	76.9%	19	14	33	5.2%	51	63	114	17.9%	357	280	637	100.0%
9:00 AM	245	202	447	77.5%	21	14	35	6.1%	38	57	95	16.5%	304	273	577	100.0%
10:00 AM	207	190	397	74.5%	25	15	40	7.5%	51	45	96	18.0%	283	250	533	100.0%
11:00 AM	199	186	385	71.2%	24	22	46	8.5%	58	52	110	20.3%	281	260	541	100.0%
12:00 PM	224	196	420	74.6%	17	16	33	5.9%	53	57	110	19.5%	294	269	563	100.0%
1:00 PM	203	213	416	74.7%	17	23	40	7.2%	47	54	101	18.1%	267	290	557	100.0%
2:00 PM	266	193	459	76.1%	21	25	46	7.6%	60	38	98	16.3%	347	256	603	100.0%
3:00 PM	230	226	456	75.7%	15	23	38	6.3%	59	49	108	17.9%	304	298	602	100.0%
4:00 PM	245	278	523	82.0%	17	13	30	4.7%	48	37	85	13.3%	310	328	638	100.0%
5:00 PM	274	324	598	82.9%	30	14	44	6.1%	47	32	79	11.0%	351	370	721	100.0%
6:00 PM	303	308	611	81.9%	23	20	43	5.8%	51	41	92	12.3%	377	369	746	100.0%
7:00 PM	248	227	475	80.8%	17	12	29	4.9%	45	39	84	14.3%	310	278	588	100.0%
8:00 PM	171	157	328	79.8%	8	4	12	2.9%	41	30	71	17.3%	220	191	411	100.0%
9:00 PM	124	115	239	77.9%	4	5	9	2.9%	34	25	59	19.2%	162	145	307	100.0%
10:00 PM	90	85	175	70.9%	5	3	8	3.2%	45	19	64	25.9%	140	107	247	100.0%
11:00 PM	64	53	117	65.0%	3	5	8	4.4%	28	27	55	30.6%	95	85	180	100.0%
12:00 AM	30	37	67	59.3%	2	2	4	3.5%	20	22	42	37.2%	52	61	113	100.0%
Total	3,692	3,434	7,126	75.2%	304	250	554	5.8%	900	900	1,800	19.0%	4,896	4,584	9,480	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*490*	*6.9%*	*5:00 PM*	*6:00 PM*	*611*	*8.6%*	*7,126*	*75%*
*Med-Trk	*10:00 AM*	*11:00 AM*	*46*	*8.3%*	*1:00 PM*	*2:00 PM*	*46*	*8.3%*	*554*	*6%*
*Hvy-Trk	*7:00 AM*	*8:00 AM*	*114*	*6.3%*	*2:00 PM*	*3:00 PM*	*108*	*6.0%*	*1,800*	*19%*
Total	*7:00 AM*	*8:00 AM*	*637*	*6.7%*	*5:00 PM*	*6:00 PM*	*746*	*7.9%*	*9,480*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.6
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 4 – US27/Martha Berry Highway (Decatur County)


Autos by Direction

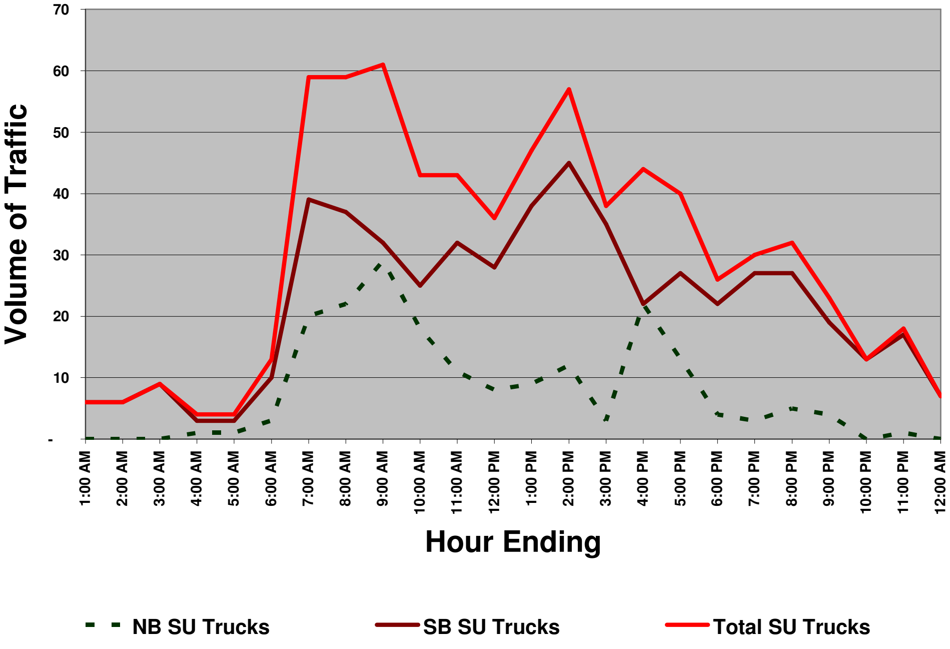
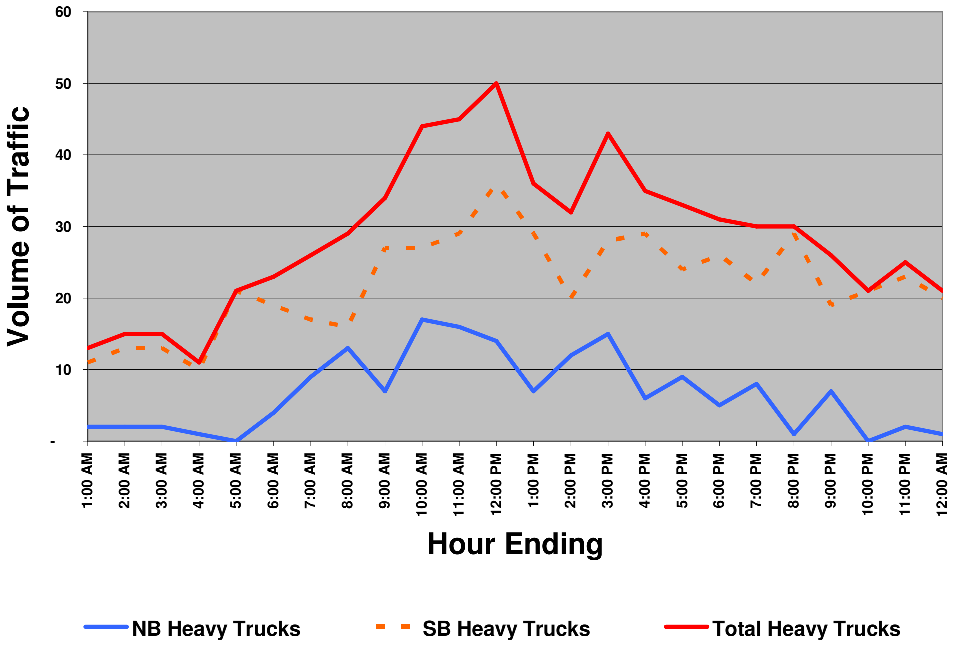

Single Unit Trucks by Direction

Figure 1.2.1.6 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 4 – US27/Martha Berry Highway (Decatur County)

Heavy Trucks by Direction



Total Vehicles by Direction

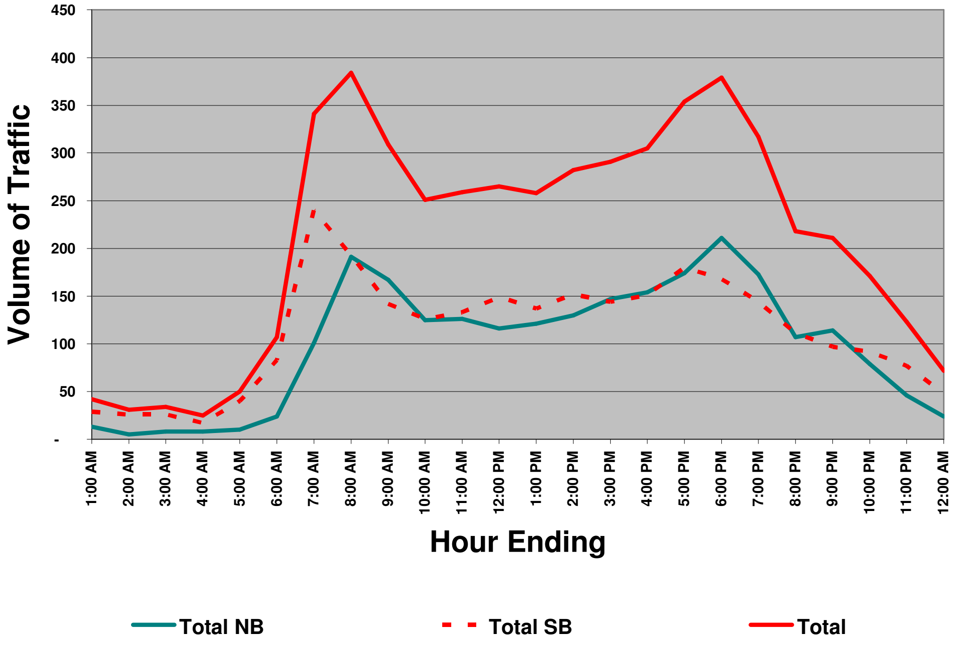
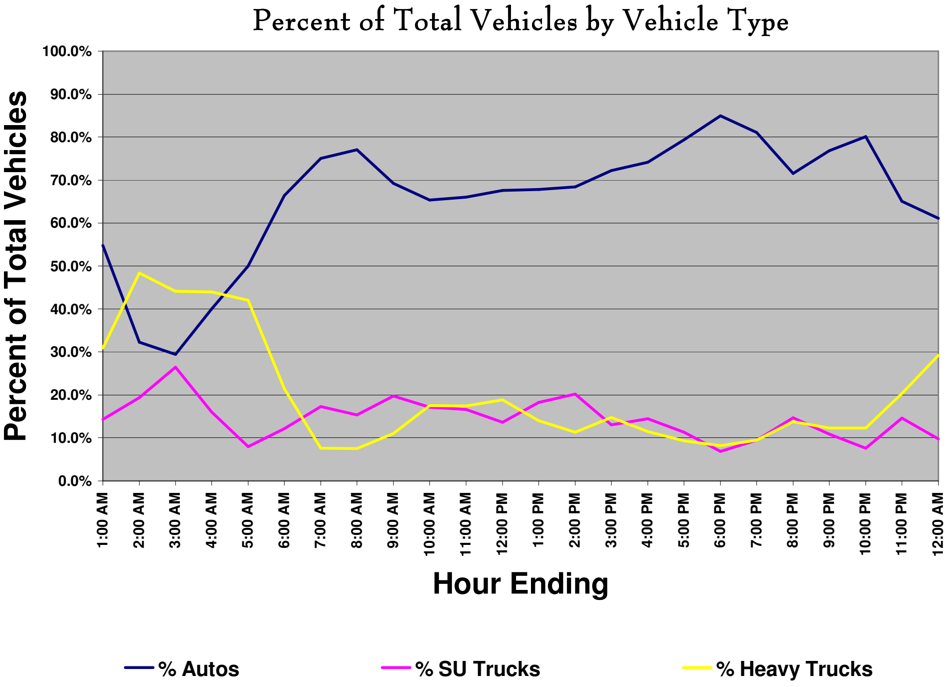


Figure 1.2.1.6 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 4 – US27/Martha Berry Highway (Decatur County)



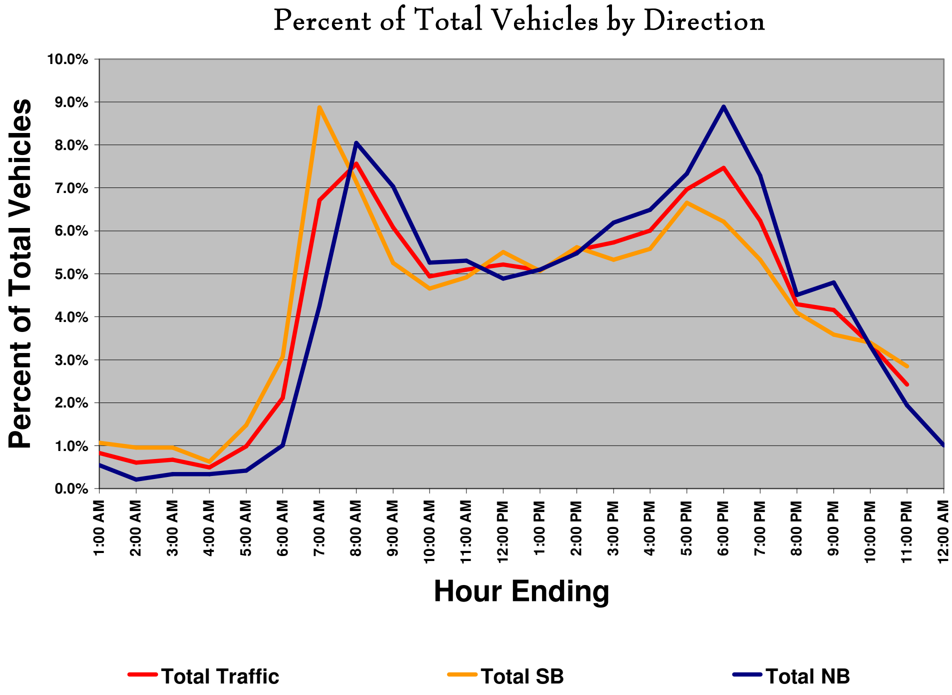


Table 1.2.1.8
Twenty-Four Vehicle Classification Count
Location 4 – US27/Martha Berry Highway (Decatur County)

Location: **North of Attapulgus Climax Rd & South of Bainbridge**

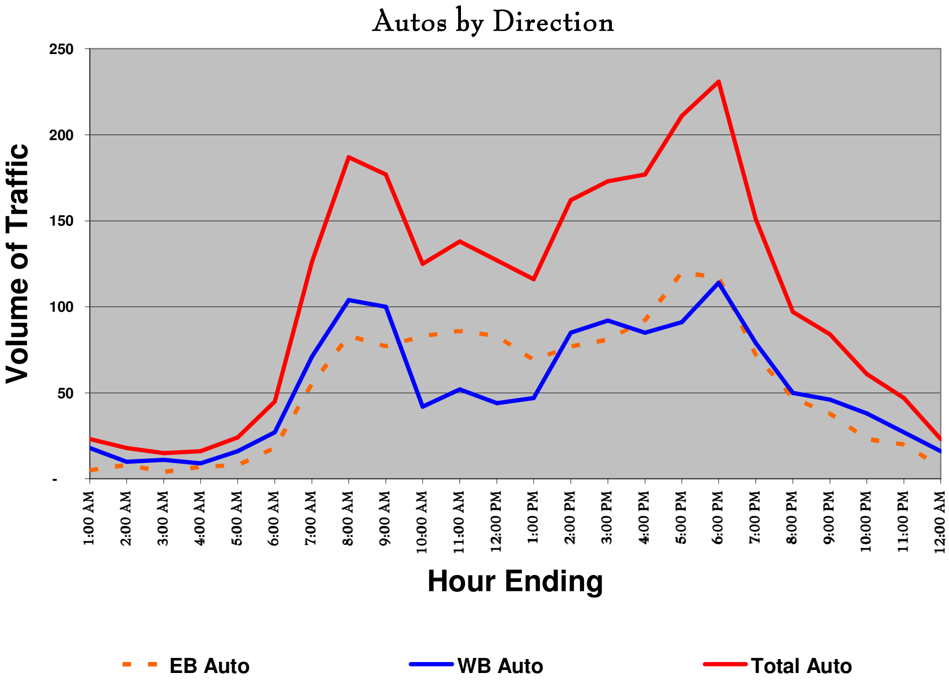
Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	11	12	23	54.8%	-	6	6	14.3%	2	11	13	31.0%	13	29	42	100.0%
2:00 AM	3	7	10	32.3%	-	6	6	19.4%	2	13	15	48.4%	5	26	31	100.0%
3:00 AM	6	4	10	29.4%	-	9	9	26.5%	2	13	15	44.1%	8	26	34	100.0%
4:00 AM	6	4	10	40.0%	1	3	4	16.0%	1	10	11	44.0%	8	17	25	100.0%
5:00 AM	9	16	25	50.0%	1	3	4	8.0%	-	21	21	42.0%	10	40	50	100.0%
6:00 AM	17	54	71	66.4%	3	10	13	12.1%	4	19	23	21.5%	24	83	107	100.0%
7:00 AM	72	184	256	75.1%	20	39	59	17.3%	9	17	26	7.6%	101	240	341	100.0%
8:00 AM	156	140	296	77.1%	22	37	59	15.4%	13	16	29	7.6%	191	193	384	100.0%
9:00 AM	131	83	214	69.3%	29	32	61	19.7%	7	27	34	11.0%	167	142	309	100.0%
10:00 AM	90	74	164	65.3%	18	25	43	17.1%	17	27	44	17.5%	125	126	251	100.0%
11:00 AM	99	72	171	66.0%	11	32	43	16.6%	16	29	45	17.4%	126	133	259	100.0%
12:00 PM	94	85	179	67.5%	8	28	36	13.6%	14	36	50	18.9%	116	149	265	100.0%
1:00 PM	105	70	175	67.8%	9	38	47	18.2%	7	29	36	14.0%	121	137	258	100.0%
2:00 PM	106	87	193	68.4%	12	45	57	20.2%	12	20	32	11.3%	130	152	282	100.0%
3:00 PM	129	81	210	72.2%	3	35	38	13.1%	15	28	43	14.8%	147	144	291	100.0%
4:00 PM	126	100	226	74.1%	22	22	44	14.4%	6	29	35	11.5%	154	151	305	100.0%
5:00 PM	152	129	281	79.4%	13	27	40	11.3%	9	24	33	9.3%	174	180	354	100.0%
6:00 PM	202	120	322	85.0%	4	22	26	6.9%	5	26	31	8.2%	211	168	379	100.0%
7:00 PM	162	95	257	81.1%	3	27	30	9.5%	8	22	30	9.5%	173	144	317	100.0%
8:00 PM	101	55	156	71.6%	5	27	32	14.7%	1	29	30	13.8%	107	111	218	100.0%
9:00 PM	103	59	162	76.8%	4	19	23	10.9%	7	19	26	12.3%	114	97	211	100.0%
10:00 PM	79	58	137	80.1%	-	13	13	7.6%	-	21	21	12.3%	79	92	171	100.0%
11:00 PM	43	37	80	65.0%	1	17	18	14.6%	2	23	25	20.3%	46	77	123	100.0%
12:00 AM	23	21	44	61.1%	-	7	7	9.7%	1	20	21	29.2%	24	48	72	100.0%
Total	2,025	1,647	3,672	72.3%	189	529	718	14.1%	160	529	689	13.6%	2,374	2,705	5,079	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
***Auto**	*7:00 AM*	*8:00 AM*	*296*	*8.1%*	*5:00 PM*	*6:00 PM*	*322*	*8.8%*	*3,672*	*72%*
***Med-Trk**	*8:00 AM*	*9:00 AM*	*61*	*8.5%*	*1:00 PM*	*2:00 PM*	*57*	*7.9%*	*718*	*14%*
***Hvy-Trk**	*11:00 AM*	*12:00 PM*	*50*	*7.3%*	*2:00 PM*	*3:00 PM*	*43*	*6.2%*	*689*	*14%*
Total	*7:00 AM*	*8:00 AM*	*384*	*7.6%*	*5:00 PM*	*6:00 PM*	*379*	*7.5%*	*5,079*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.7
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 5 – SR62/Leary Road (Dougherty County)



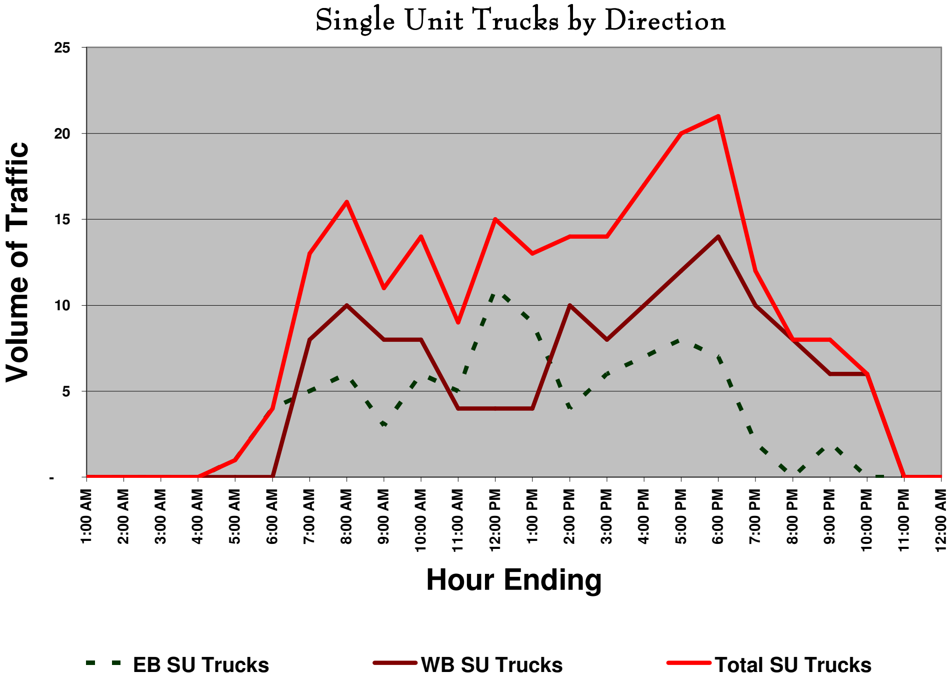
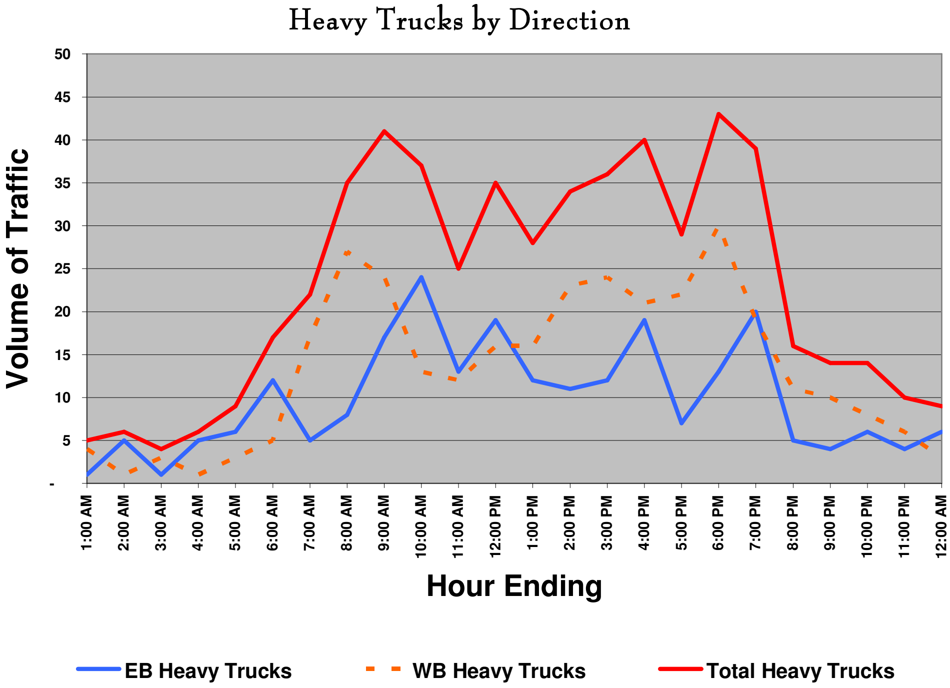


Figure 1.2.1.7 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 5 – SR62/Leary Road (Dougherty County)



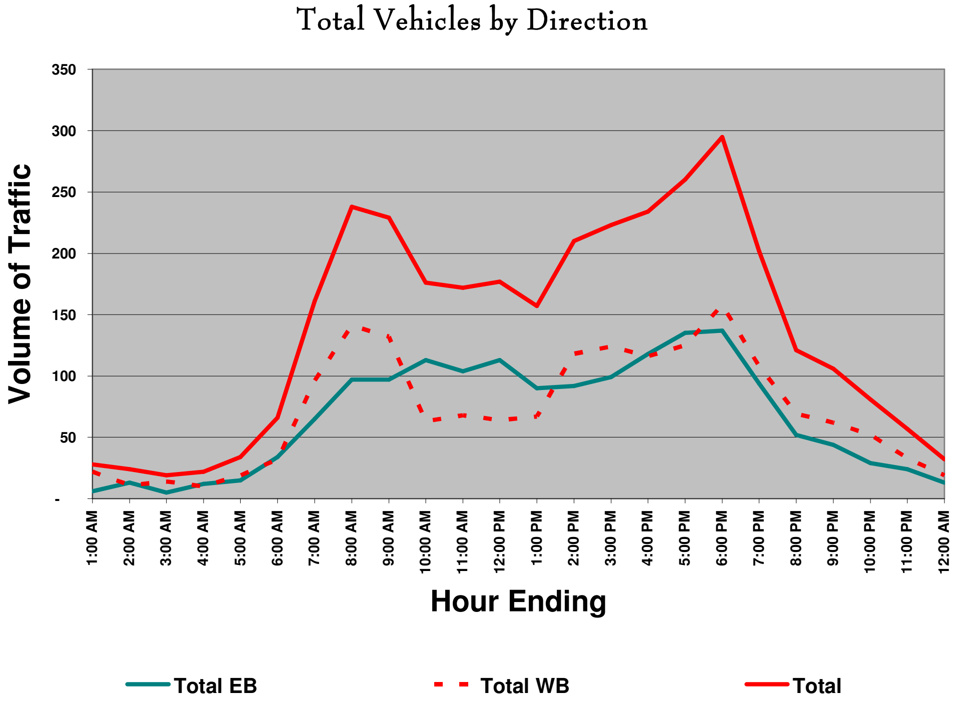
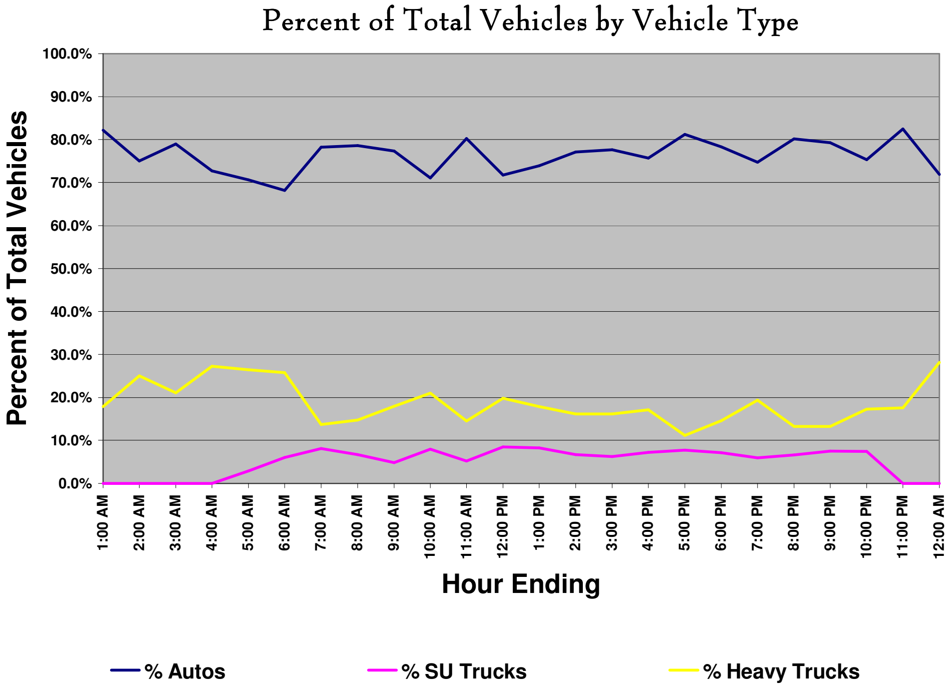


Figure 1.2.1.7 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 5 – SR62/Leary Road (Dougherty County)



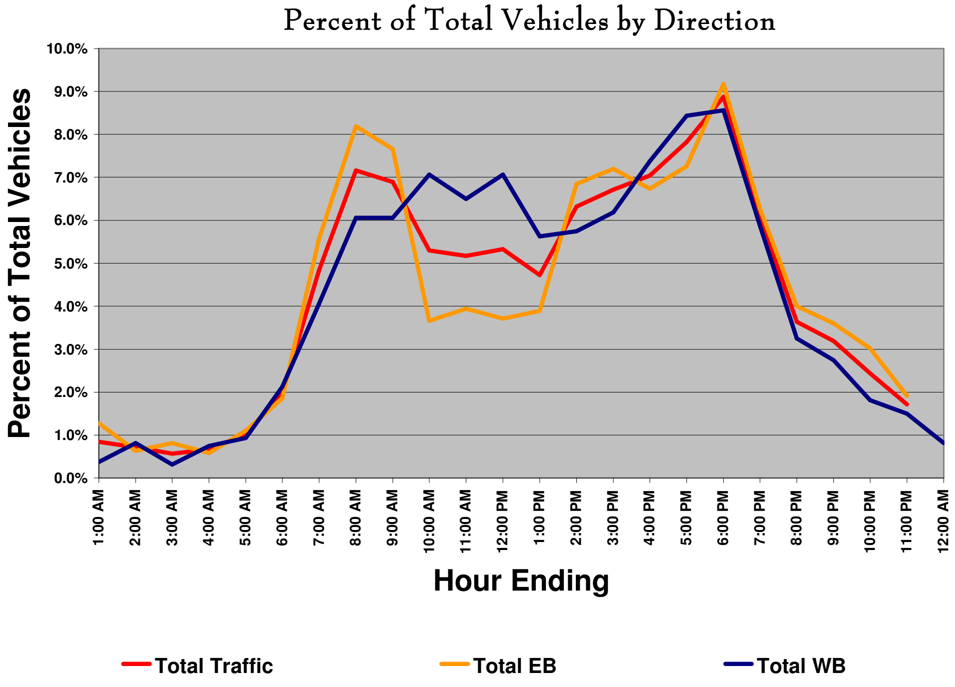


Table 1.2.1.9
Twenty-Four Vehicle Classification Count
Location 5 – SR62/Leary Road (Dougherty County)

Location: West of Eightmile Road & SR55 & East of Leary

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	5	18	23	82.1%	-	0	0	0.0%	1	4	5	17.9%	6	22	28	100.0%
2:00 AM	8	10	18	75.0%	-	0	0	0.0%	5	1	6	25.0%	13	11	24	100.0%
3:00 AM	4	11	15	78.9%	-	0	0	0.0%	1	3	4	21.1%	5	14	19	100.0%
4:00 AM	7	9	16	72.7%	-	0	0	0.0%	5	1	6	27.3%	12	10	22	100.0%
5:00 AM	8	16	24	70.6%	1	0	1	2.9%	6	3	9	26.5%	15	19	34	100.0%
6:00 AM	18	27	45	68.2%	4	0	4	6.1%	12	5	17	25.8%	34	32	66	100.0%
7:00 AM	55	71	126	78.3%	5	8	13	8.1%	5	17	22	13.7%	65	96	161	100.0%
8:00 AM	83	104	187	78.6%	6	10	16	6.7%	8	27	35	14.7%	97	141	238	100.0%
9:00 AM	77	100	177	77.3%	3	8	11	4.8%	17	24	41	17.9%	97	132	229	100.0%
10:00 AM	83	42	125	71.0%	6	8	14	8.0%	24	13	37	21.0%	113	63	176	100.0%
11:00 AM	86	52	138	80.2%	5	4	9	5.2%	13	12	25	14.5%	104	68	172	100.0%
12:00 PM	83	44	127	71.8%	11	4	15	8.5%	19	16	35	19.8%	113	64	177	100.0%
1:00 PM	69	47	116	73.9%	9	4	13	8.3%	12	16	28	17.8%	90	67	157	100.0%
2:00 PM	77	85	162	77.1%	4	10	14	6.7%	11	23	34	16.2%	92	118	210	100.0%
3:00 PM	81	92	173	77.6%	6	8	14	6.3%	12	24	36	16.1%	99	124	223	100.0%
4:00 PM	92	85	177	75.6%	7	10	17	7.3%	19	21	40	17.1%	118	116	234	100.0%
5:00 PM	120	91	211	81.2%	8	12	20	7.7%	7	22	29	11.2%	135	125	260	100.0%
6:00 PM	117	114	231	78.3%	7	14	21	7.1%	13	30	43	14.6%	137	158	295	100.0%
7:00 PM	72	79	151	74.8%	2	10	12	5.9%	20	19	39	19.3%	94	108	202	100.0%
8:00 PM	47	50	97	80.2%	-	8	8	6.6%	5	11	16	13.2%	52	69	121	100.0%
9:00 PM	38	46	84	79.2%	2	6	8	7.5%	4	10	14	13.2%	44	62	106	100.0%
10:00 PM	23	38	61	75.3%	-	6	6	7.4%	6	8	14	17.3%	29	52	81	100.0%
11:00 PM	20	27	47	82.5%	-	0	0	0.0%	4	6	10	17.5%	24	33	57	100.0%
12:00 AM	7	16	23	71.9%	-	0	0	0.0%	6	3	9	28.1%	13	19	32	100.0%
Total	1,280	1,274	2,554	76.8%	86	130	216	6.5%	235	319	554	16.7%	1,601	1,723	3,324	100.0%

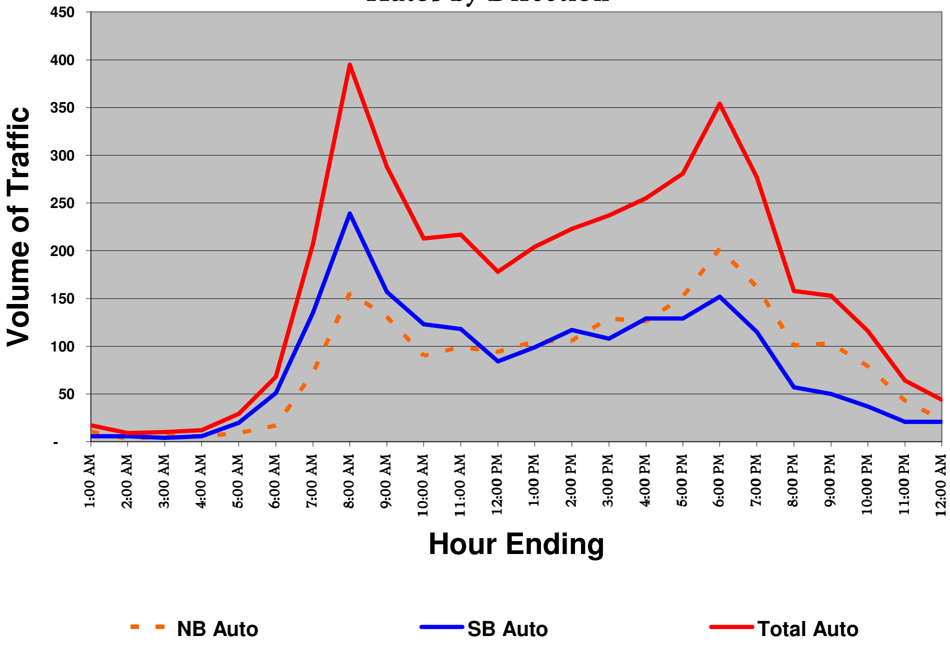
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*187*	*7.3%*	*5:00 PM*	*6:00 PM*	*231*	*9.0%*	*2,554*	*77%*
*Med-Trk	*7:00 AM*	*8:00 AM*	*16*	*7.4%*	*5:00 PM*	*6:00 PM*	*21*	*9.7%*	*216*	*6%*
*Hvy-Trk	*8:00 AM*	*9:00 AM*	*41*	*7.4%*	*5:00 PM*	*6:00 PM*	*43*	*7.8%*	*554*	*17%*
Total	*7:00 AM*	*8:00 AM*	*238*	*7.2%*	*5:00 PM*	*6:00 PM*	*295*	*8.9%*	*3,324*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.8
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 6 – US19 (Lee County)

Autos by Direction



Single Unit Trucks by Direction

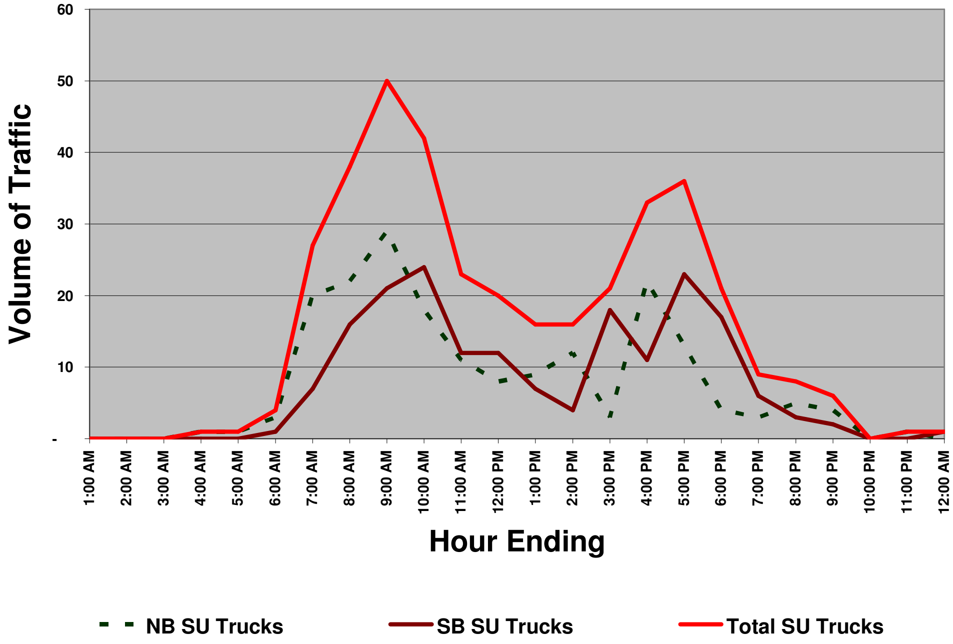
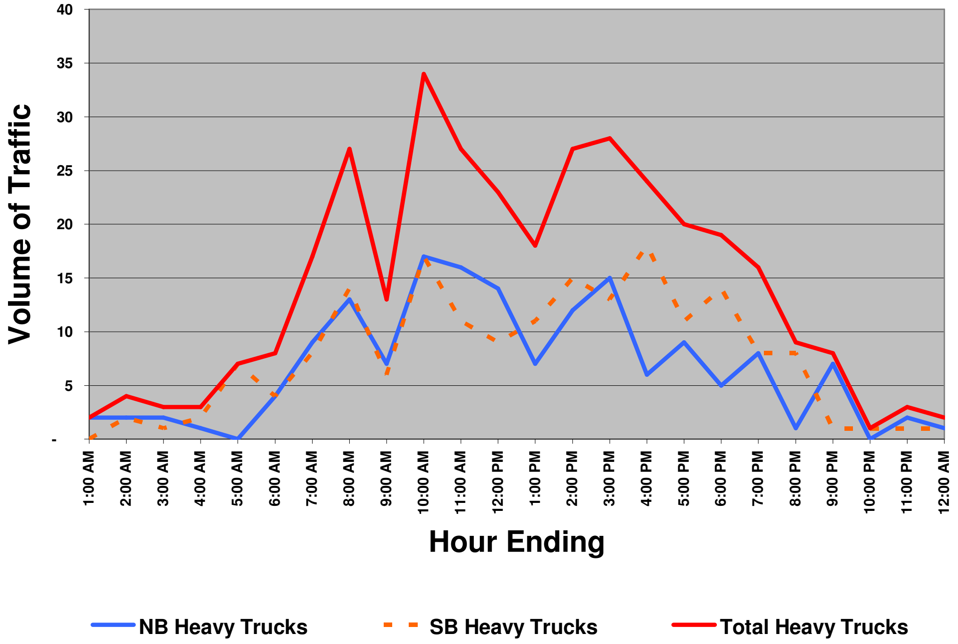


Figure 1.2.1.8 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 6 – US19 (Lee County)

Heavy Trucks by Direction



Total Vehicles by Direction

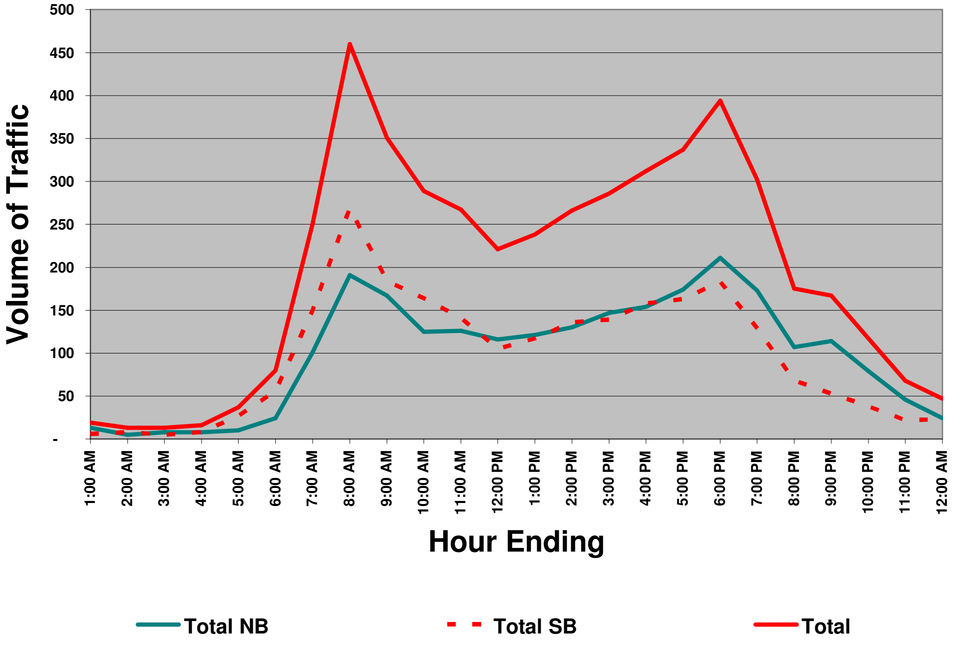
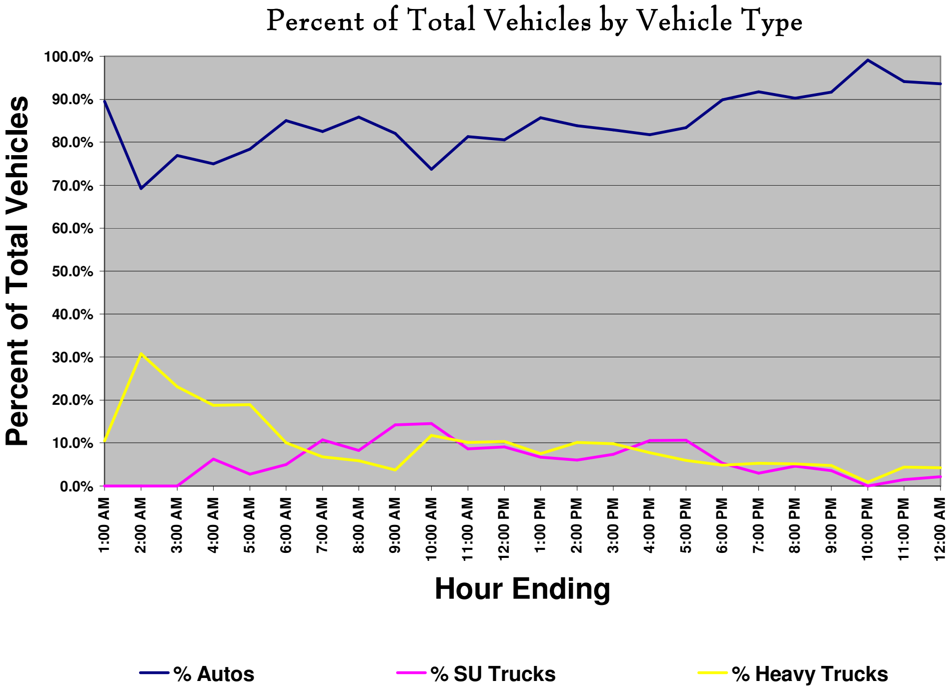


Figure 1.2.1.8 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 6 – US19 (Lee County)



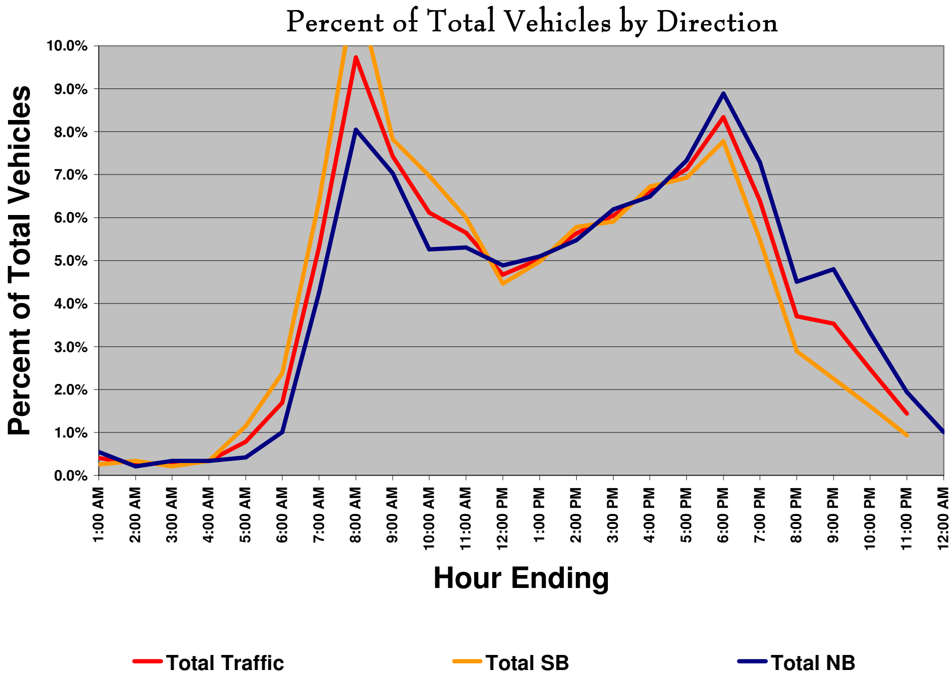


Table 1.2.1.10
Twenty-Four Vehicle Classification Count
Location 6 – US19 (Lee County)

Location: **Between Leesburg & Smithville**

Hour Ending	Motorcycles, Autos, Pickups NB	SB	Total	Percent	Buses and Single Unit Trucks NB	SB	Total	Percent	Combination Trucks NB	SB	Total	Percent	Total NB	SB	Total	Percent
1:00 AM	11	6	17	89.5%	-	0	0	0.0%	2	0	2	10.5%	13	6	19	100.0%
2:00 AM	3	6	9	69.2%	-	0	0	0.0%	2	2	4	30.8%	5	8	13	100.0%
3:00 AM	6	4	10	76.9%	-	0	0	0.0%	2	1	3	23.1%	8	5	13	100.0%
4:00 AM	6	6	12	75.0%	1	0	1	6.3%	1	2	3	18.8%	8	8	16	100.0%
5:00 AM	9	20	29	78.4%	1	0	1	2.7%	-	7	7	18.9%	10	27	37	100.0%
6:00 AM	17	51	68	85.0%	3	1	4	5.0%	4	4	8	10.0%	24	56	80	100.0%
7:00 AM	72	135	207	82.5%	20	7	27	10.8%	9	8	17	6.8%	101	150	251	100.0%
8:00 AM	156	239	395	85.9%	22	16	38	8.3%	13	14	27	5.9%	191	269	460	100.0%
9:00 AM	131	157	288	82.1%	29	21	50	14.2%	7	6	13	3.7%	167	184	351	100.0%
10:00 AM	90	123	213	73.7%	18	24	42	14.5%	17	17	34	11.8%	125	164	289	100.0%
11:00 AM	99	118	217	81.3%	11	12	23	8.6%	16	11	27	10.1%	126	141	267	100.0%
12:00 PM	94	84	178	80.5%	8	12	20	9.0%	14	9	23	10.4%	116	105	221	100.0%
1:00 PM	105	99	204	85.7%	9	7	16	6.7%	7	11	18	7.6%	121	117	238	100.0%
2:00 PM	106	117	223	83.8%	12	4	16	6.0%	12	15	27	10.2%	130	136	266	100.0%
3:00 PM	129	108	237	82.9%	3	18	21	7.3%	15	13	28	9.8%	147	139	286	100.0%
4:00 PM	126	129	255	81.7%	22	11	33	10.6%	6	18	24	7.7%	154	158	312	100.0%
5:00 PM	152	129	281	83.4%	13	23	36	10.7%	9	11	20	5.9%	174	163	337	100.0%
6:00 PM	202	152	354	89.8%	4	17	21	5.3%	5	14	19	4.8%	211	183	394	100.0%
7:00 PM	162	115	277	91.7%	3	6	9	3.0%	8	8	16	5.3%	173	129	302	100.0%
8:00 PM	101	57	158	90.3%	5	3	8	4.6%	1	8	9	5.1%	107	68	175	100.0%
9:00 PM	103	50	153	91.6%	4	2	6	3.6%	7	1	8	4.8%	114	53	167	100.0%
10:00 PM	79	37	116	99.1%	-	0	0	0.0%	-	1	1	0.9%	79	38	117	100.0%
11:00 PM	43	21	64	94.1%	1	0	1	1.5%	2	1	3	4.4%	46	22	68	100.0%
12:00 AM	23	21	44	93.6%	-	1	1	2.1%	1	1	2	4.3%	24	23	47	100.0%
Total	2,025	1,984	4,009	84.8%	189	185	374	7.9%	160	183	343	7.3%	2,374	2,352	4,726	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	**From**	**To**	**Volume**	**% of 24-hr**	**From**	**To**	**Volume**	**% of 24-hr**	**24-Hr Count**	**% Mix**
***Auto**	*7:00 AM*	*8:00 AM*	*395*	*9.9%*	*5:00 PM*	*6:00 PM*	*354*	*8.8%*	*4,009*	*85%*
***Med-Trk**	*8:00 AM*	*9:00 AM*	*50*	*13.4%*	*4:00 PM*	*5:00 PM*	*36*	*9.6%*	*374*	*8%*
***Hvy-Trk**	*9:00 AM*	*10:00 AM*	*34*	*9.9%*	*2:00 PM*	*3:00 PM*	*28*	*8.2%*	*343*	*7%*
Total	*7:00 AM*	*8:00 AM*	*460*	*9.7%*	*5:00 PM*	*6:00 PM*	*394*	*8.3%*	*4,726*	*100%*

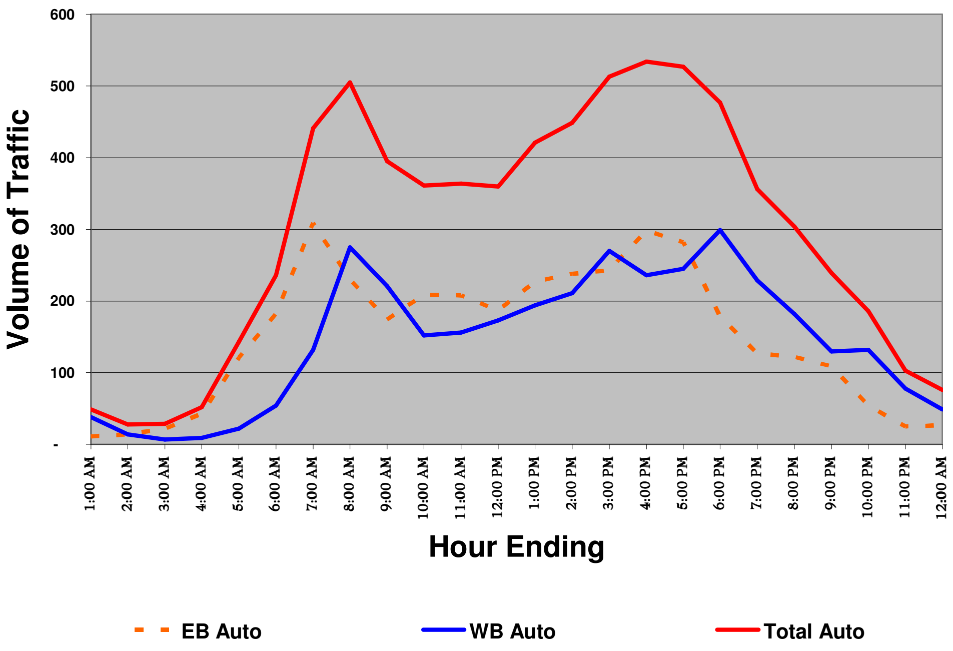
Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.9
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 7 – US84/US221/Wiregrass Georgia Parkway (Lowndes County)

Autos by Direction



Single Unit Trucks by Direction

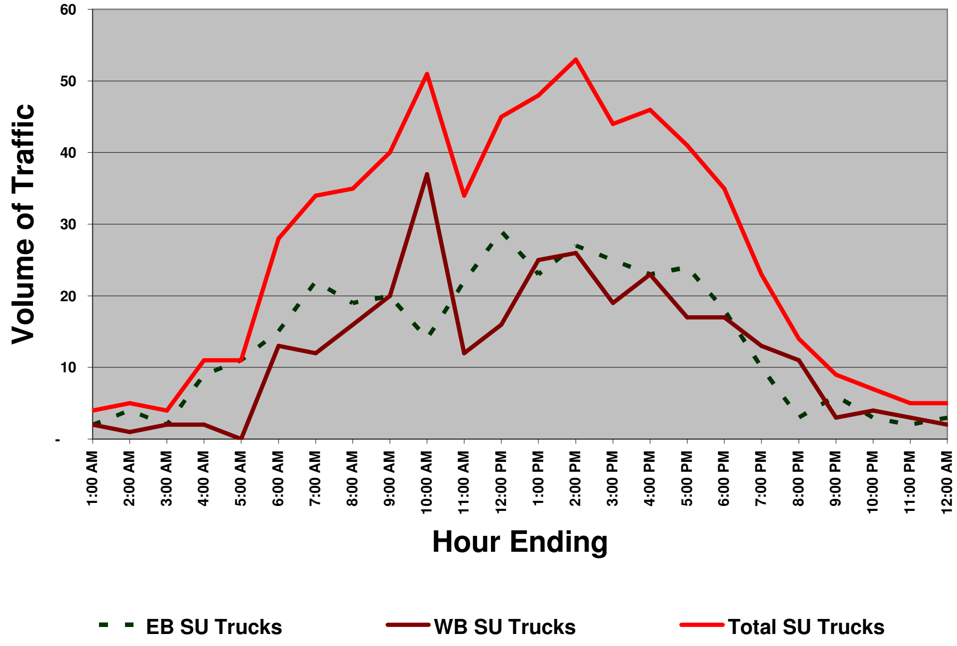
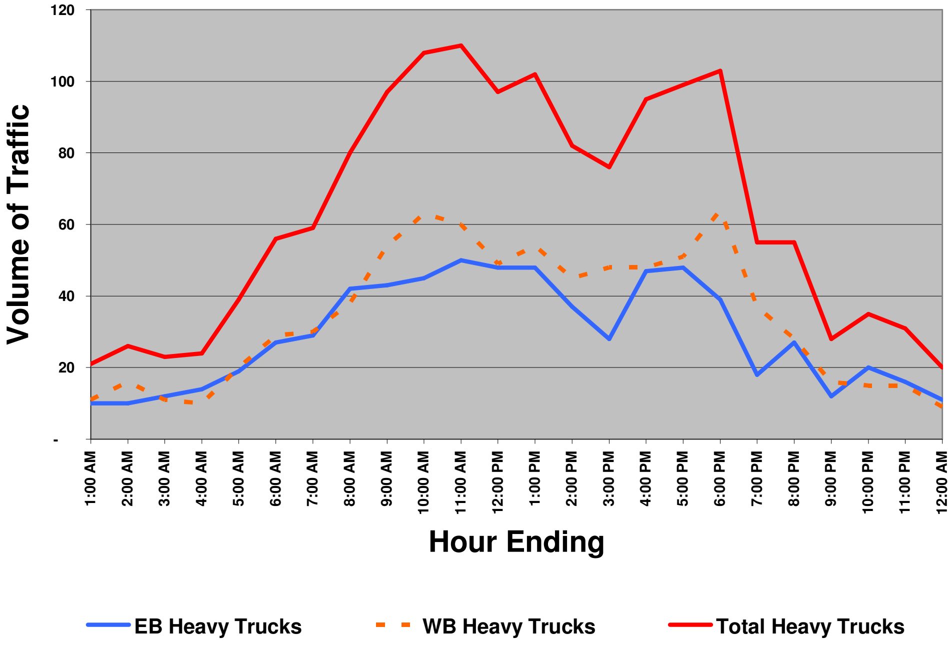


Figure 1.2.1.9 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 7 – US84/US221/Wiregrass Georgia Parkway (Lowndes County)

Heavy Trucks by Direction



Total Vehicles by Direction

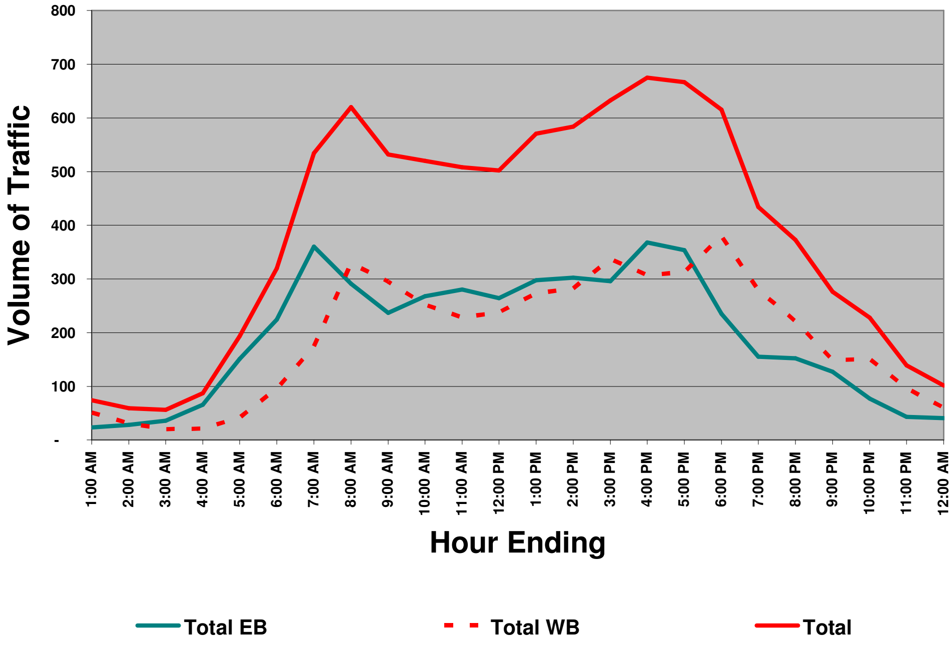
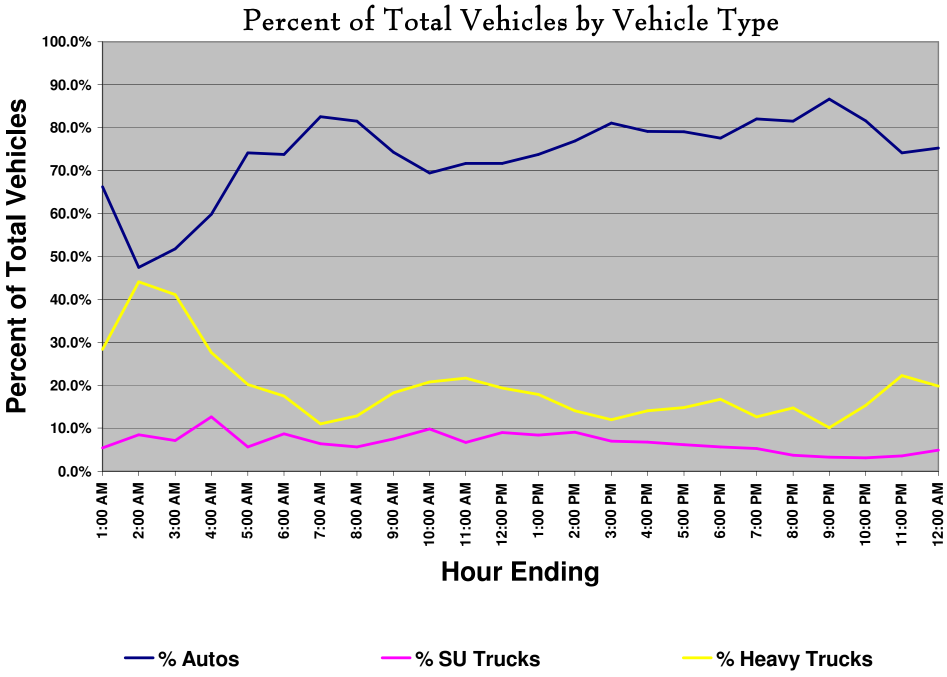


Figure 1.2.1.9 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 7 – US84/US221/Wiregrass Georgia Parkway (Lowndes County)



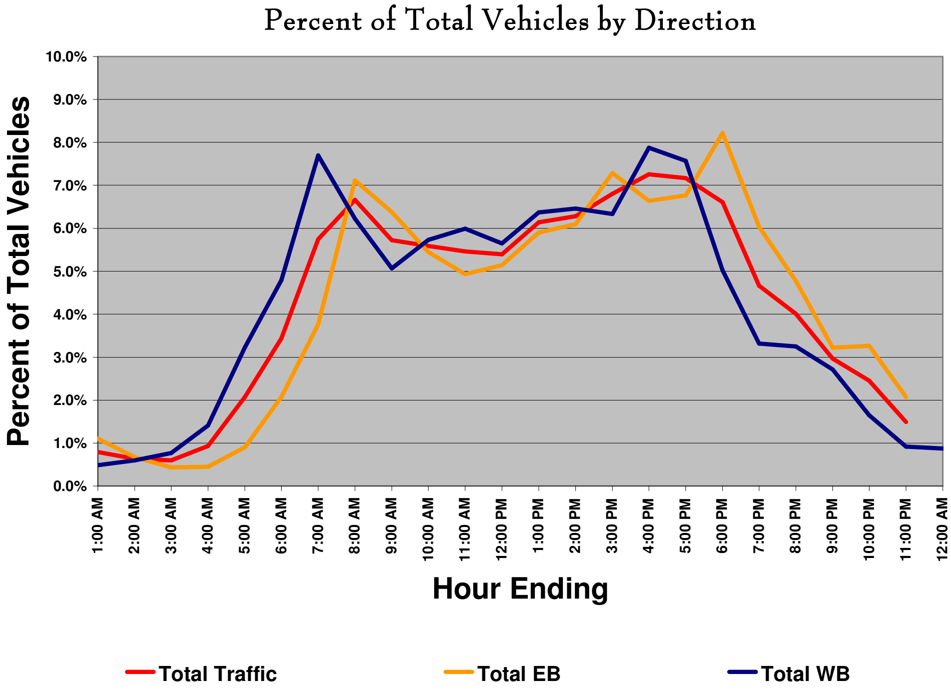


Table 1.2.1.11

Twenty-Four Vehicle Classification Count

Location 7 – US84/US221/Wiregrass Georgia Parkway (Lowndes County)

Location: Between CR778 and SR 333 - West of Valdosta

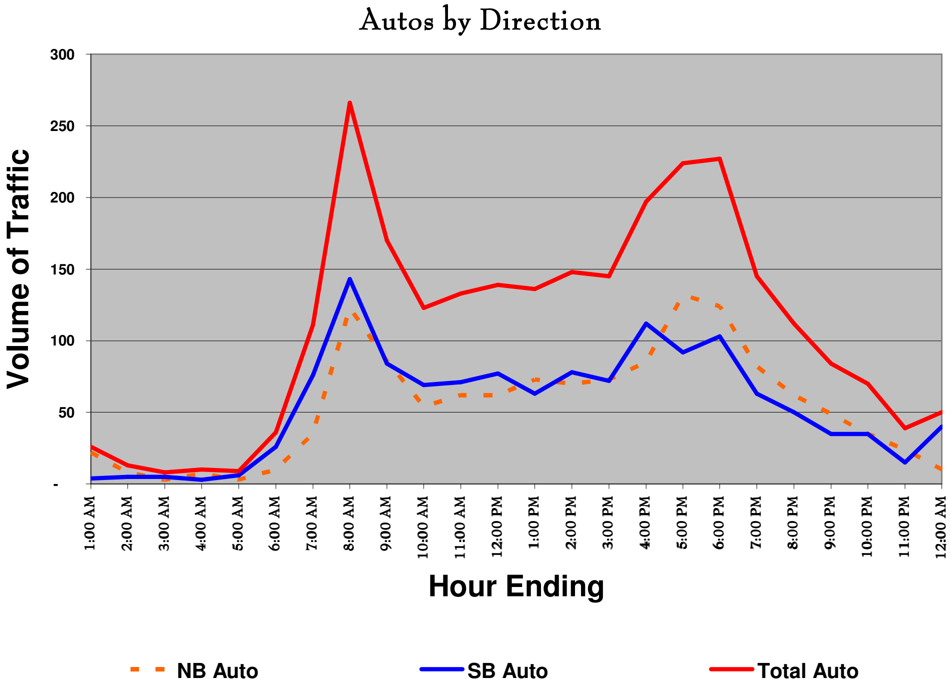
Hour	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
Ending	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	11	38	49	66.2%	2	2	4	5.4%	10	11	21	28.4%	23	51	74	100.0%
2:00 AM	14	14	28	47.5%	4	1	5	8.5%	10	16	26	44.1%	28	31	59	100.0%
3:00 AM	22	7	29	51.8%	2	2	4	7.1%	12	11	23	41.1%	36	20	56	100.0%
4:00 AM	43	9	52	59.8%	9	2	11	12.6%	14	10	24	27.6%	66	21	87	100.0%
5:00 AM	121	22	143	74.1%	11	0	11	5.7%	19	20	39	20.2%	151	42	193	100.0%
6:00 AM	182	54	236	73.8%	15	13	28	8.8%	27	29	56	17.5%	224	96	320	100.0%
7:00 AM	309	132	441	82.6%	22	12	34	6.4%	29	30	59	11.0%	360	174	534	100.0%
8:00 AM	230	275	505	81.5%	19	16	35	5.6%	42	38	80	12.9%	291	329	620	100.0%
9:00 AM	174	221	395	74.2%	20	20	40	7.5%	43	54	97	18.2%	237	295	532	100.0%
10:00 AM	209	152	361	69.4%	14	37	51	9.8%	45	63	108	20.8%	268	252	520	100.0%
11:00 AM	208	156	364	71.7%	22	12	34	6.7%	50	60	110	21.7%	280	228	508	100.0%
12:00 PM	187	173	360	71.7%	29	16	45	9.0%	48	49	97	19.3%	264	238	502	100.0%
1:00 PM	227	194	421	73.7%	23	25	48	8.4%	48	54	102	17.9%	298	273	571	100.0%
2:00 PM	238	211	449	76.9%	27	26	53	9.1%	37	45	82	14.0%	302	282	584	100.0%
3:00 PM	243	270	513	81.0%	25	19	44	7.0%	28	48	76	12.0%	296	337	633	100.0%
4:00 PM	298	236	534	79.1%	23	23	46	6.8%	47	48	95	14.1%	368	307	675	100.0%
5:00 PM	282	245	527	79.0%	24	17	41	6.1%	48	51	99	14.8%	354	313	667	100.0%
6:00 PM	178	299	477	77.6%	18	17	35	5.7%	39	64	103	16.7%	235	380	615	100.0%
7:00 PM	127	229	356	82.0%	10	13	23	5.3%	18	37	55	12.7%	155	279	434	100.0%
8:00 PM	122	182	304	81.5%	3	11	14	3.8%	27	28	55	14.7%	152	221	373	100.0%
9:00 PM	109	130	239	86.6%	6	3	9	3.3%	12	16	28	10.1%	127	149	276	100.0%
10:00 PM	54	132	186	81.6%	3	4	7	3.1%	20	15	35	15.4%	77	151	228	100.0%
11:00 PM	25	78	103	74.1%	2	3	5	3.6%	16	15	31	22.3%	43	96	139	100.0%
12:00 AM	27	49	76	75.2%	3	2	5	5.0%	11	9	20	19.8%	41	60	101	100.0%
Total	3,640	3,508	7,148	76.9%	336	296	632	6.8%	700	821	1,521	16.4%	4,676	4,625	9,301	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*505*	*7.1%*	*3:00 PM*	*4:00 PM*	*534*	*7.5%*	*7,148*	*77%*
*Med-Trk	*9:00 AM*	*10:00 AM*	*51*	*8.1%*	*1:00 PM*	*2:00 PM*	*53*	*8.4%*	*632*	*7%*
*Hvy-Trk	*10:00 AM*	*11:00 AM*	*110*	*7.2%*	*5:00 PM*	*6:00 PM*	*103*	*6.8%*	*1,521*	*16%*
Total	*7:00 AM*	*8:00 AM*	*620*	*6.7%*	*3:00 PM*	*4:00 PM*	*675*	*7.3%*	*9,301*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.10
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 8 – US27/SR1/Colquitt Highway (Miller County)



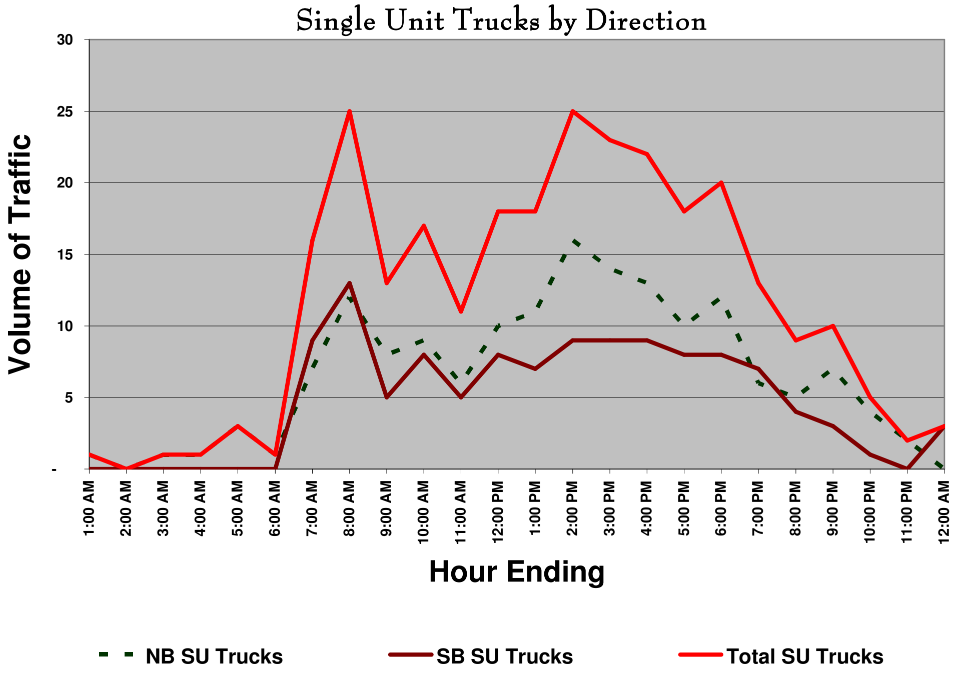
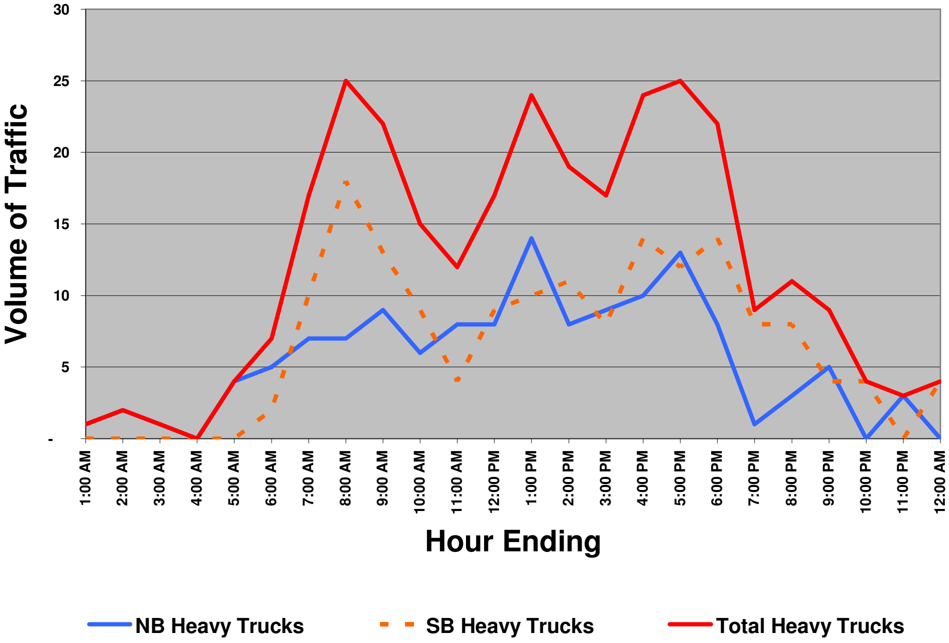


Figure 1.2.1.10 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 8 – US27/SR1/Colquitt Highway (Miller County)

Heavy Trucks by Direction



Total Vehicles by Direction

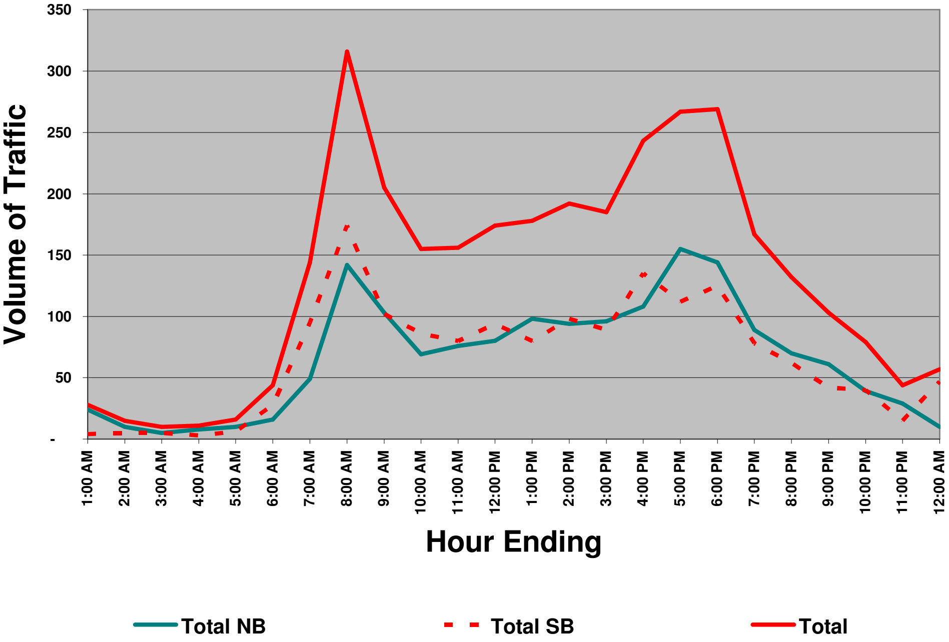
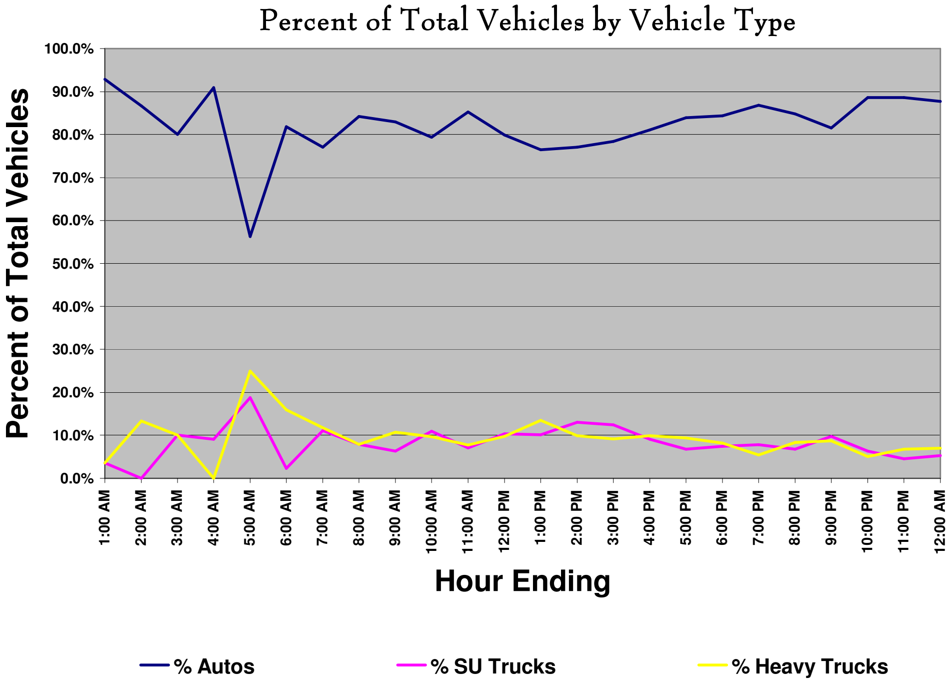


Figure 1.2.1.10 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 8 – US27/SR1/Colquitt Highway (Miller County)



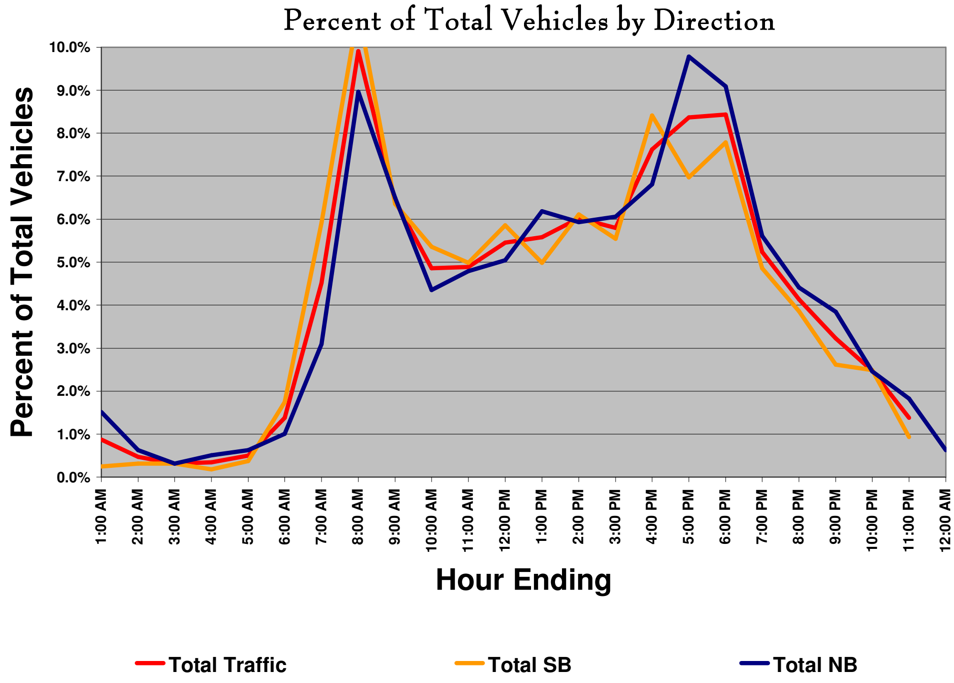


Table 1.2.1.12

Twenty-Four Vehicle Classification Count

Location 8 – US27/SR1/Colquitt Highway (Miller County)

Location: **Between CR14/Babcock Rd and Brinson Airbase Rd**

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	22	4	26	92.9%	1	0	1	3.6%	1	0	1	3.6%	24	4	28	100.0%
2:00 AM	8	5	13	86.7%	-	0	0	0.0%	2	0	2	13.3%	10	5	15	100.0%
3:00 AM	3	5	8	80.0%	1	0	1	10.0%	1	0	1	10.0%	5	5	10	100.0%
4:00 AM	7	3	10	90.9%	1	0	1	9.1%	-	0	0	0.0%	8	3	11	100.0%
5:00 AM	3	6	9	56.3%	3	0	3	18.8%	4	0	4	25.0%	10	6	16	100.0%
6:00 AM	10	26	36	81.8%	1	0	1	2.3%	5	2	7	15.9%	16	28	44	100.0%
7:00 AM	35	76	111	77.1%	7	9	16	11.1%	7	10	17	11.8%	49	95	144	100.0%
8:00 AM	123	143	266	84.2%	12	13	25	7.9%	7	18	25	7.9%	142	174	316	100.0%
9:00 AM	86	84	170	82.9%	8	5	13	6.3%	9	13	22	10.7%	103	102	205	100.0%
10:00 AM	54	69	123	79.4%	9	8	17	11.0%	6	9	15	9.7%	69	86	155	100.0%
11:00 AM	62	71	133	85.3%	6	5	11	7.1%	8	4	12	7.7%	76	80	156	100.0%
12:00 PM	62	77	139	79.9%	10	8	18	10.3%	8	9	17	9.8%	80	94	174	100.0%
1:00 PM	73	63	136	76.4%	11	7	18	10.1%	14	10	24	13.5%	98	80	178	100.0%
2:00 PM	70	78	148	77.1%	16	9	25	13.0%	8	11	19	9.9%	94	98	192	100.0%
3:00 PM	73	72	145	78.4%	14	9	23	12.4%	9	8	17	9.2%	96	89	185	100.0%
4:00 PM	85	112	197	81.1%	13	9	22	9.1%	10	14	24	9.9%	108	135	243	100.0%
5:00 PM	132	92	224	83.9%	10	8	18	6.7%	13	12	25	9.4%	155	112	267	100.0%
6:00 PM	124	103	227	84.4%	12	8	20	7.4%	8	14	22	8.2%	144	125	269	100.0%
7:00 PM	82	63	145	86.8%	6	7	13	7.8%	1	8	9	5.4%	89	78	167	100.0%
8:00 PM	62	50	112	84.8%	5	4	9	6.8%	3	8	11	8.3%	70	62	132	100.0%
9:00 PM	49	35	84	81.6%	7	3	10	9.7%	5	4	9	8.7%	61	42	103	100.0%
10:00 PM	35	35	70	88.6%	4	1	5	6.3%	-	4	4	5.1%	39	40	79	100.0%
11:00 PM	24	15	39	88.6%	2	0	2	4.5%	3	0	3	6.8%	29	15	44	100.0%
12:00 AM	10	40	50	87.7%	-	3	3	5.3%	-	4	4	7.0%	10	47	57	100.0%
Total	1,294	1,327	2,621	82.2%	159	116	275	8.6%	132	162	294	9.2%	1,585	1,605	3,190	100.0%

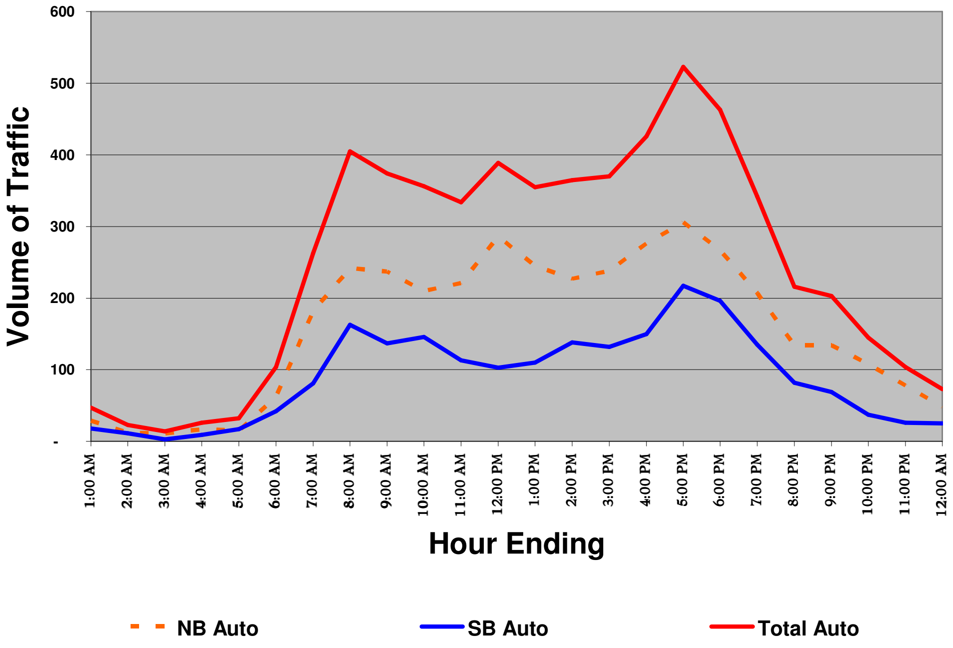
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*266*	*10.1%*	*5:00 PM*	*6:00 PM*	*227*	*8.7%*	*2,621*	*82%*
*Med-Trk	*7:00 AM*	*8:00 AM*	*25*	*9.1%*	*1:00 PM*	*2:00 PM*	*25*	*9.1%*	*275*	*9%*
*Hvy-Trk	*7:00 AM*	*8:00 AM*	*25*	*8.5%*	*4:00 PM*	*5:00 PM*	*25*	*8.5%*	*294*	*9%*
Total	*7:00 AM*	*8:00 AM*	*316*	*9.9%*	*5:00 PM*	*6:00 PM*	*269*	*8.4%*	*3,190*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.11
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 9 – US19/Georgia Florida Parkway – South (Mitchell County)

Autos by Direction



Single Unit Trucks by Direction

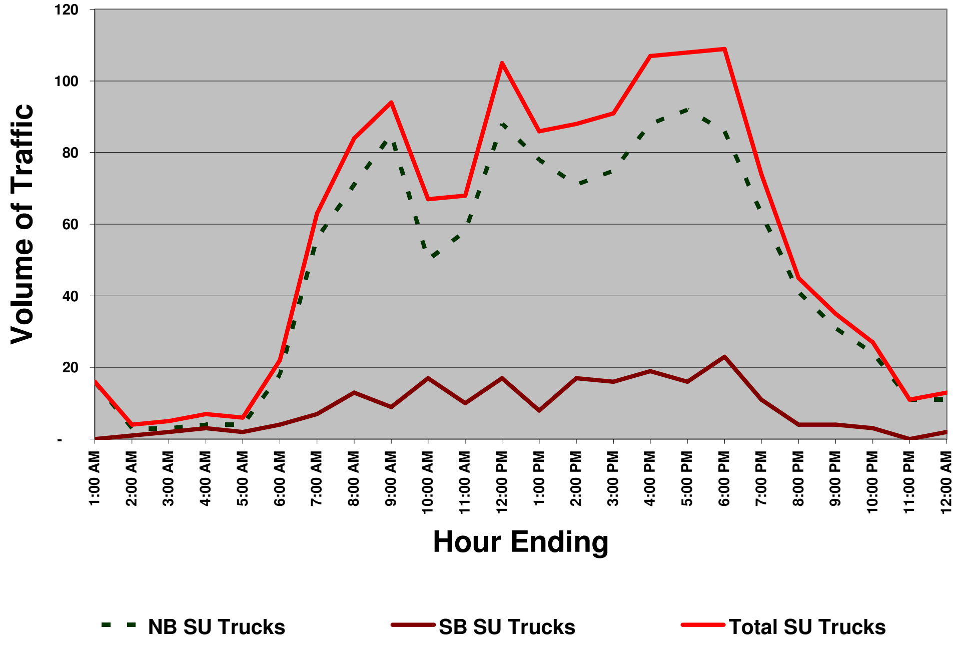
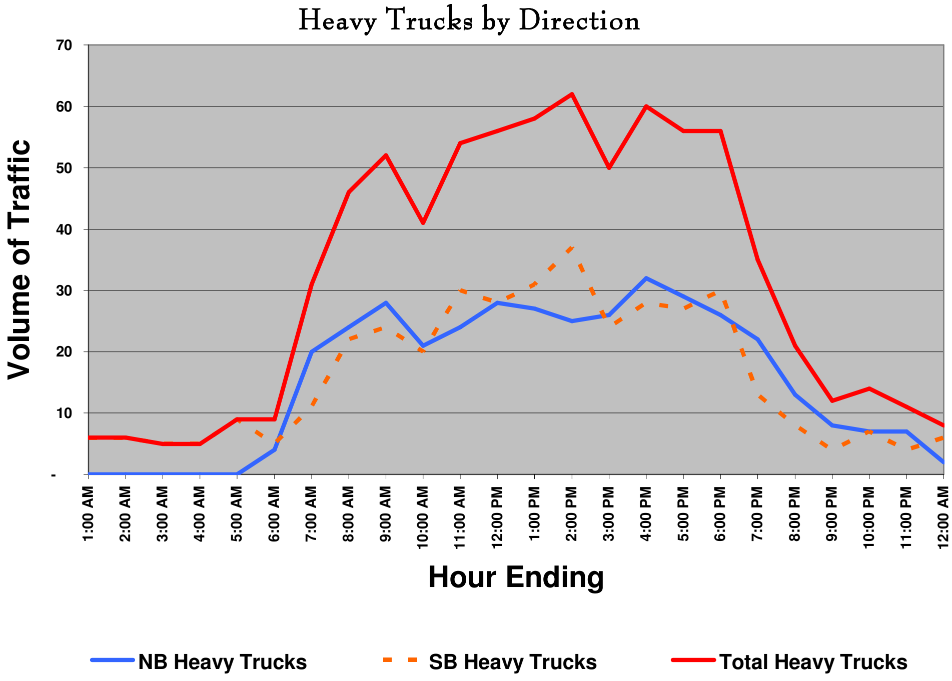


Figure 1.2.1.11 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 9 – US19/Georgia Florida Parkway – South (Mitchell County)



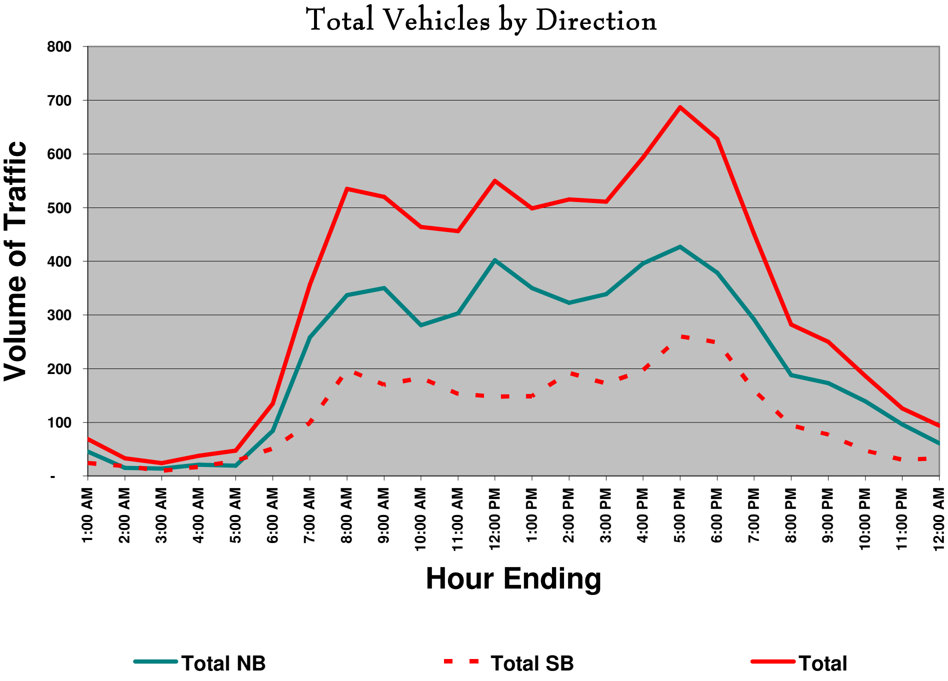
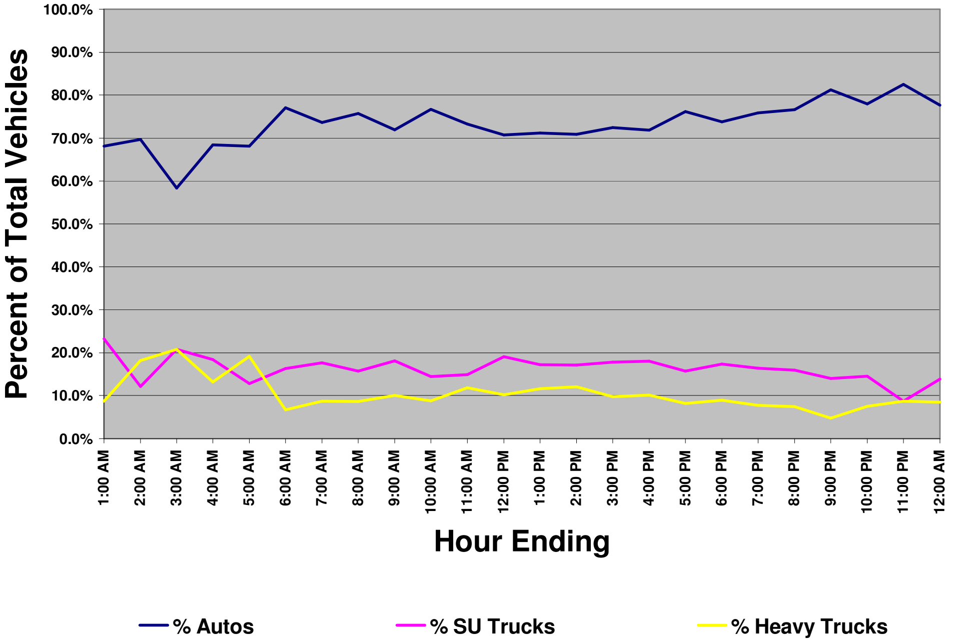


Figure 1.2.1.11 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 9 – US19/Georgia Florida Parkway – South (Mitchell County)

Percent of Total Vehicles by Vehicle Type



Percent of Total Vehicles by Direction

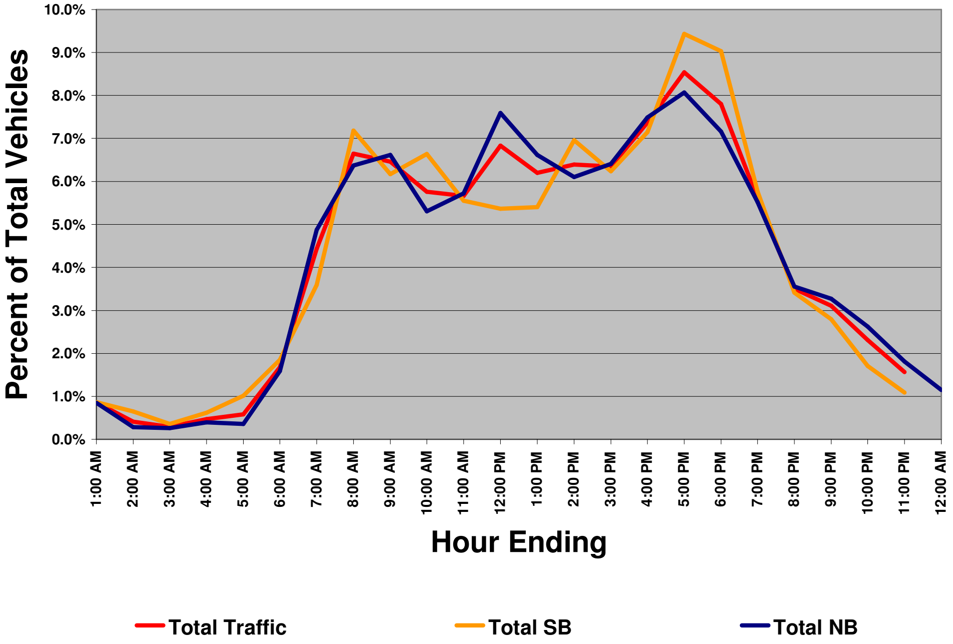


Table 1.2.1.13

Twenty-Four Vehicle Classification Count

Location 9 – US19/Georgia Florida Parkway – South (Mitchell County)

Location: Between SR111 in Meigs & SR 93 in Pelham

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	29	18	47	68.1%	16	0	16	23.2%	-	6	6	8.7%	45	24	69	100.0%
2:00 AM	12	11	23	69.7%	3	1	4	12.1%	-	6	6	18.2%	15	18	33	100.0%
3:00 AM	11	3	14	58.3%	3	2	5	20.8%	-	5	5	20.8%	14	10	24	100.0%
4:00 AM	17	9	26	68.4%	4	3	7	18.4%	-	5	5	13.2%	21	17	38	100.0%
5:00 AM	15	17	32	68.1%	4	2	6	12.8%	-	9	9	19.1%	19	28	47	100.0%
6:00 AM	62	42	104	77.0%	18	4	22	16.3%	4	5	9	6.7%	84	51	135	100.0%
7:00 AM	182	81	263	73.7%	56	7	63	17.6%	20	11	31	8.7%	258	99	357	100.0%
8:00 AM	242	163	405	75.7%	71	13	84	15.7%	24	22	46	8.6%	337	198	535	100.0%
9:00 AM	237	137	374	71.9%	85	9	94	18.1%	28	24	52	10.0%	350	170	520	100.0%
10:00 AM	210	146	356	76.7%	50	17	67	14.4%	21	20	41	8.8%	281	183	464	100.0%
11:00 AM	221	113	334	73.2%	58	10	68	14.9%	24	30	54	11.8%	303	153	456	100.0%
12:00 PM	286	103	389	70.7%	88	17	105	19.1%	28	28	56	10.2%	402	148	550	100.0%
1:00 PM	245	110	355	71.1%	78	8	86	17.2%	27	31	58	11.6%	350	149	499	100.0%
2:00 PM	227	138	365	70.9%	71	17	88	17.1%	25	37	62	12.0%	323	192	515	100.0%
3:00 PM	238	132	370	72.4%	75	16	91	17.8%	26	24	50	9.8%	339	172	511	100.0%
4:00 PM	276	150	426	71.8%	88	19	107	18.0%	32	28	60	10.1%	396	197	593	100.0%
5:00 PM	306	217	523	76.1%	92	16	108	15.7%	29	27	56	8.2%	427	260	687	100.0%
6:00 PM	267	196	463	73.7%	86	23	109	17.4%	26	30	56	8.9%	379	249	628	100.0%
7:00 PM	207	135	342	75.8%	63	11	74	16.4%	22	13	35	7.8%	292	159	451	100.0%
8:00 PM	134	82	216	76.6%	41	4	45	16.0%	13	8	21	7.4%	188	94	282	100.0%
9:00 PM	134	69	203	81.2%	31	4	35	14.0%	8	4	12	4.8%	173	77	250	100.0%
10:00 PM	108	37	145	78.0%	24	3	27	14.5%	7	7	14	7.5%	139	47	186	100.0%
11:00 PM	78	26	104	82.5%	11	0	11	8.7%	7	4	11	8.7%	96	30	126	100.0%
12:00 AM	48	25	73	77.7%	11	2	13	13.8%	2	6	8	8.5%	61	33	94	100.0%
Total	3,792	2,160	5,952	73.9%	1,127	208	1,335	16.6%	373	390	763	9.5%	5,292	2,758	8,050	100.0%

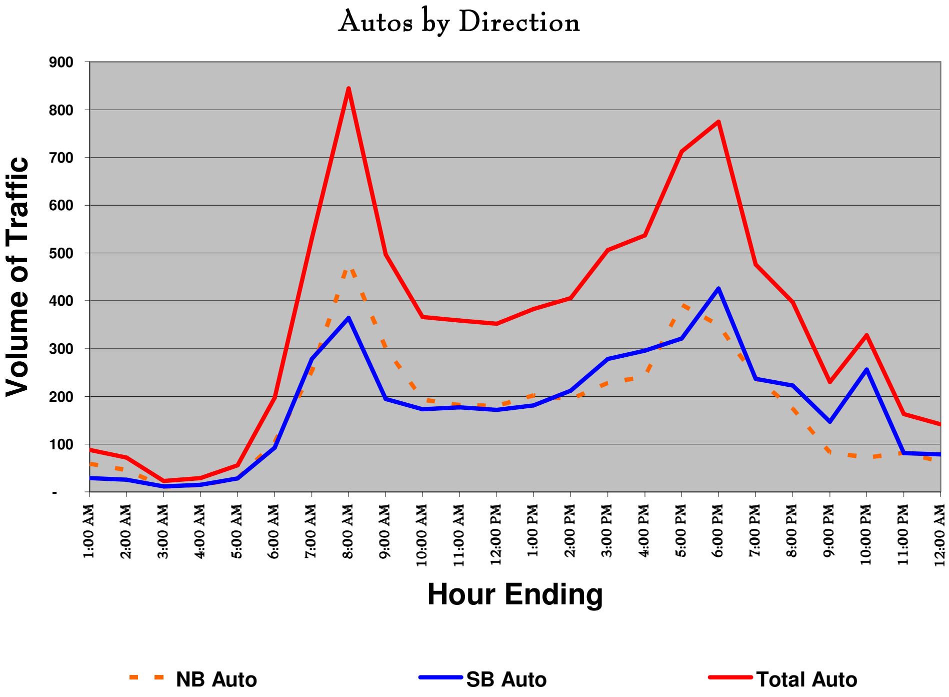
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*405*	*6.8%*	*4:00 PM*	*5:00 PM*	*523*	*8.8%*	*5,952*	*74%*
*Med-Trk	*11:00 AM*	*12:00 PM*	*105*	*7.9%*	*5:00 PM*	*6:00 PM*	*109*	*8.2%*	*1,335*	*17%*
*Hvy-Trk	*11:00 AM*	*12:00 PM*	*56*	*7.3%*	*1:00 PM*	*2:00 PM*	*62*	*8.1%*	*763*	*9%*
Total	*11:00 AM*	*12:00 PM*	*550*	*6.8%*	*4:00 PM*	*5:00 PM*	*687*	*8.5%*	*8,050*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.12
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 10 – US19/Georgia Florida Parkway – North (Mitchell County)



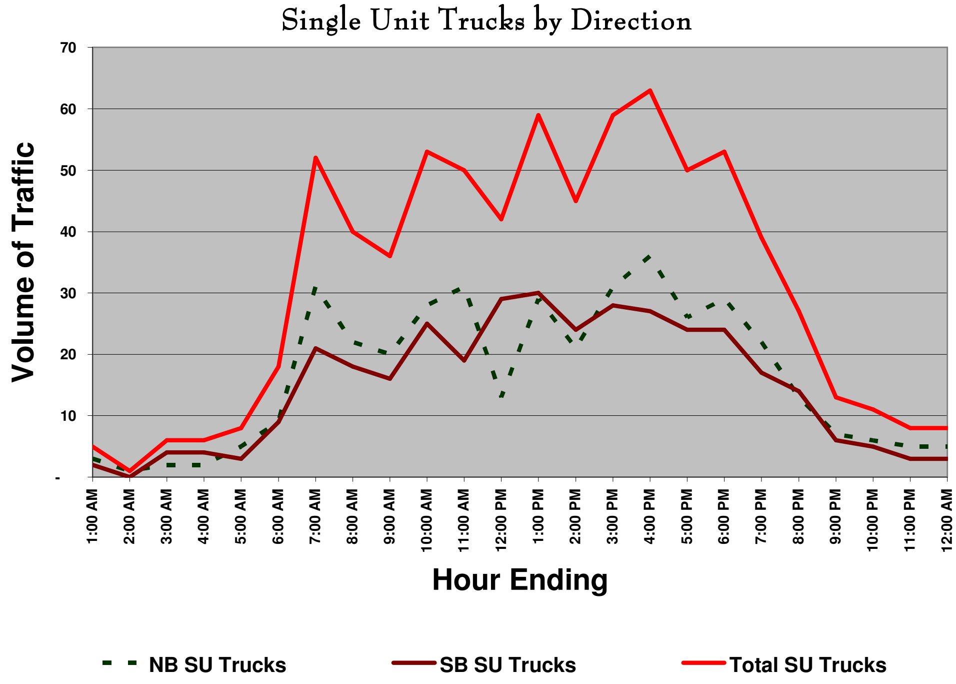
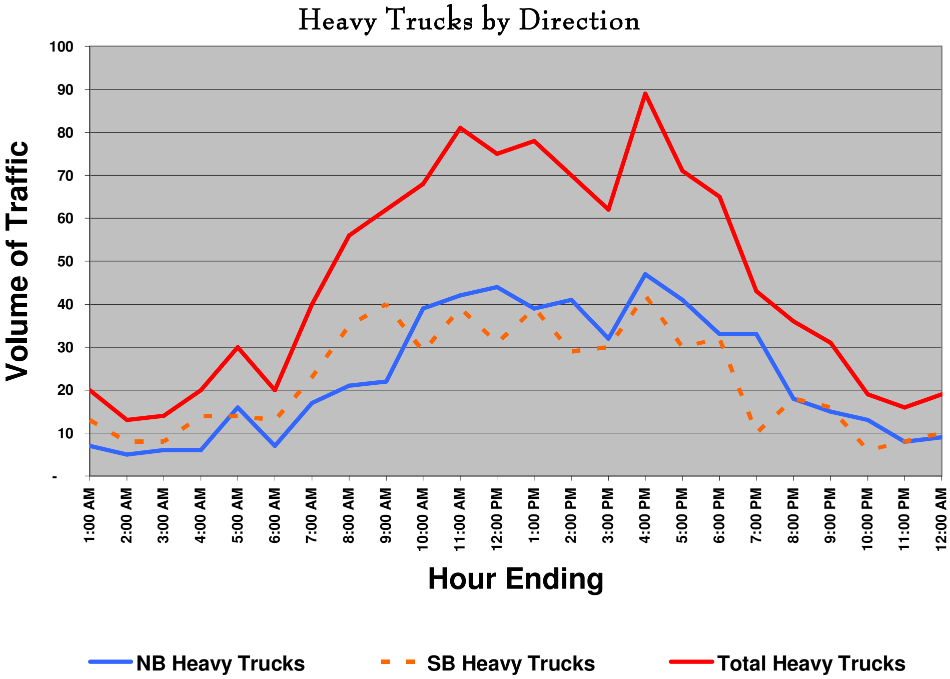


Figure 1.2.1.12 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 10 – US19/Georgia Florida Parkway – North (Mitchell County)



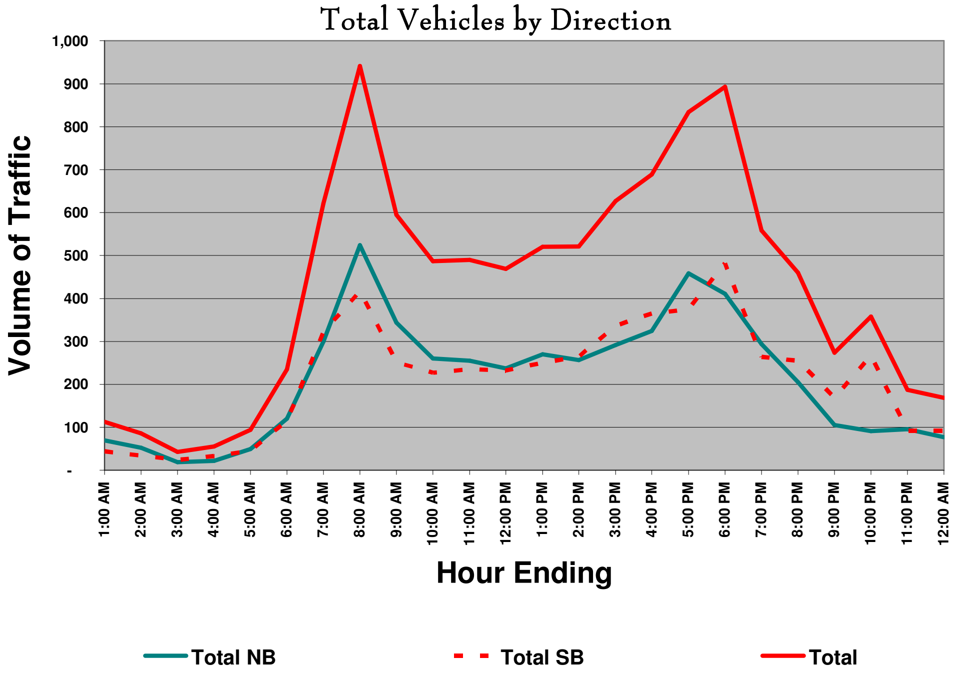
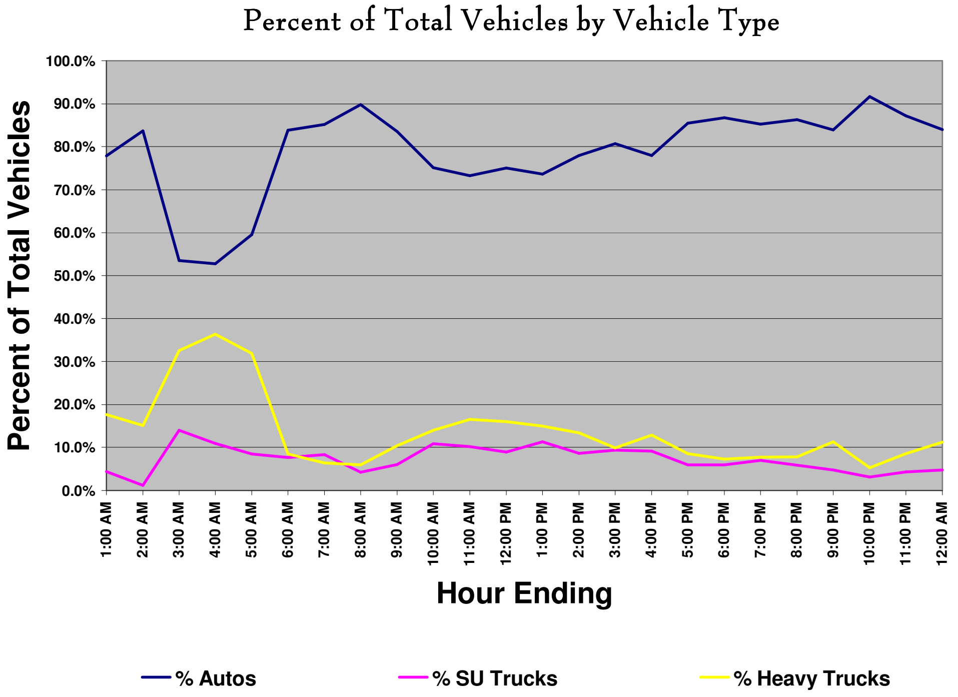


Figure 1.2.1.12 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 10 – US19/Georgia Florida Parkway – North (Mitchell County)



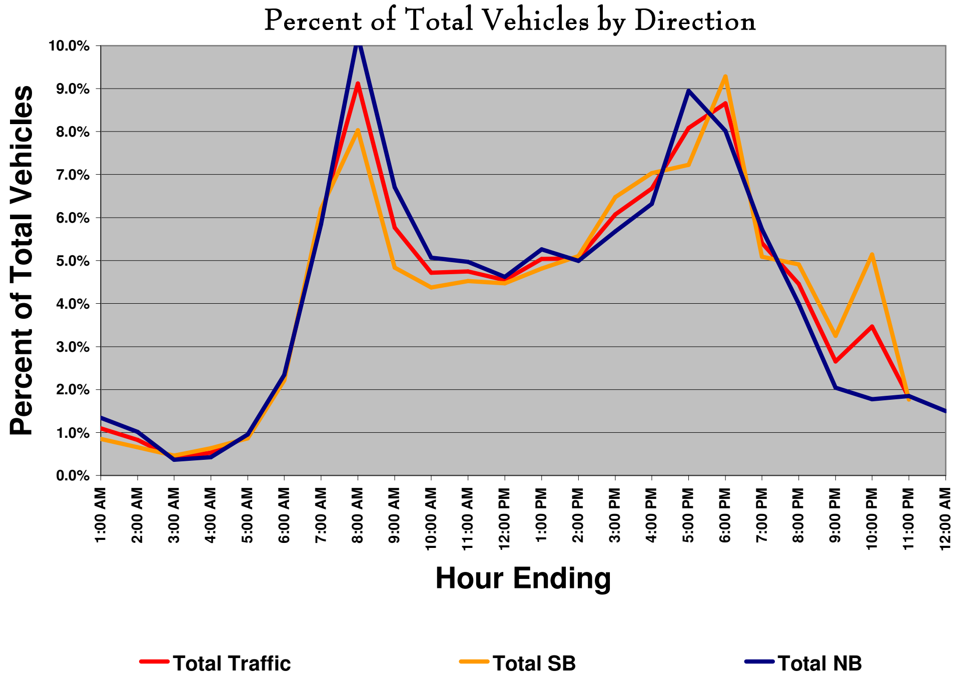


Table 1.2.1.14

Twenty-Four Vehicle Classification Count

Location 10 – US19/Georgia Florida Parkway – North (Mitchell County)

Location: **Between SR93 & Nelms Rd - South of Albany**

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	59	29	88	77.9%	3	2	5	4.4%	7	13	20	17.7%	69	44	113	100.0%
2:00 AM	46	26	72	83.7%	1	0	1	1.2%	5	8	13	15.1%	52	34	86	100.0%
3:00 AM	11	12	23	53.5%	2	4	6	14.0%	6	8	14	32.6%	19	24	43	100.0%
4:00 AM	14	15	29	52.7%	2	4	6	10.9%	6	14	20	36.4%	22	33	55	100.0%
5:00 AM	28	28	56	59.6%	5	3	8	8.5%	16	14	30	31.9%	49	45	94	100.0%
6:00 AM	104	93	197	83.8%	9	9	18	7.7%	7	13	20	8.5%	120	115	235	100.0%
7:00 AM	252	278	530	85.2%	31	21	52	8.4%	17	23	40	6.4%	300	322	622	100.0%
8:00 AM	481	364	845	89.8%	22	18	40	4.3%	21	35	56	6.0%	524	417	941	100.0%
9:00 AM	302	195	497	83.5%	20	16	36	6.1%	22	40	62	10.4%	344	251	595	100.0%
10:00 AM	193	173	366	75.2%	28	25	53	10.9%	39	29	68	14.0%	260	227	487	100.0%
11:00 AM	182	177	359	73.3%	31	19	50	10.2%	42	39	81	16.5%	255	235	490	100.0%
12:00 PM	180	172	352	75.1%	13	29	42	9.0%	44	31	75	16.0%	237	232	469	100.0%
1:00 PM	202	181	383	73.7%	29	30	59	11.3%	39	39	78	15.0%	270	250	520	100.0%
2:00 PM	194	212	406	77.9%	21	24	45	8.6%	41	29	70	13.4%	256	265	521	100.0%
3:00 PM	228	278	506	80.7%	31	28	59	9.4%	32	30	62	9.9%	291	336	627	100.0%
4:00 PM	241	296	537	77.9%	36	27	63	9.1%	47	42	89	12.9%	324	365	689	100.0%
5:00 PM	392	321	713	85.5%	26	24	50	6.0%	41	30	71	8.5%	459	375	834	100.0%
6:00 PM	349	426	775	86.8%	29	24	53	5.9%	33	32	65	7.3%	411	482	893	100.0%
7:00 PM	239	237	476	85.3%	22	17	39	7.0%	33	10	43	7.7%	294	264	558	100.0%
8:00 PM	174	223	397	86.3%	13	14	27	5.9%	18	18	36	7.8%	205	255	460	100.0%
9:00 PM	83	147	230	83.9%	7	6	13	4.7%	15	16	31	11.3%	105	169	274	100.0%
10:00 PM	72	256	328	91.6%	6	5	11	3.1%	13	6	19	5.3%	91	267	358	100.0%
11:00 PM	82	81	163	87.2%	5	3	8	4.3%	8	8	16	8.6%	95	92	187	100.0%
12:00 AM	63	79	142	84.0%	5	3	8	4.7%	9	10	19	11.2%	77	92	169	100.0%
Total	4,171	4,299	8,470	82.1%	397	355	752	7.3%	561	537	1,098	10.6%	5,129	5,191	10,320	100.0%

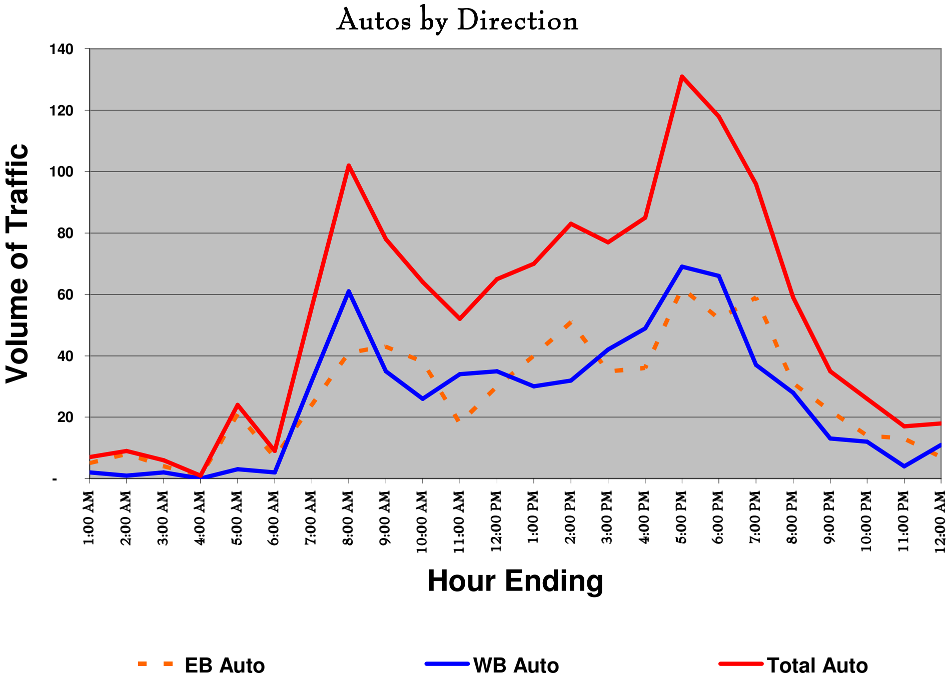
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
***Auto**	*7:00 AM*	*8:00 AM*	*845*	*10.0%*	*5:00 PM*	*6:00 PM*	*775*	*9.1%*	*8,470*	*82%*
***Med-Trk**	*9:00 AM*	*10:00 AM*	*53*	*7.0%*	*3:00 PM*	*4:00 PM*	*63*	*8.4%*	*752*	*7%*
***Hvy-Trk**	*10:00 AM*	*11:00 AM*	*81*	*7.4%*	*3:00 PM*	*4:00 PM*	*89*	*8.1%*	*1,098*	*11%*
Total	*7:00 AM*	*8:00 AM*	*941*	*9.1%*	*5:00 PM*	*6:00 PM*	*893*	*8.7%*	*10,320*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.13
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 11 – US82/Jefferson Davis Memorial Highway (Quitman County)



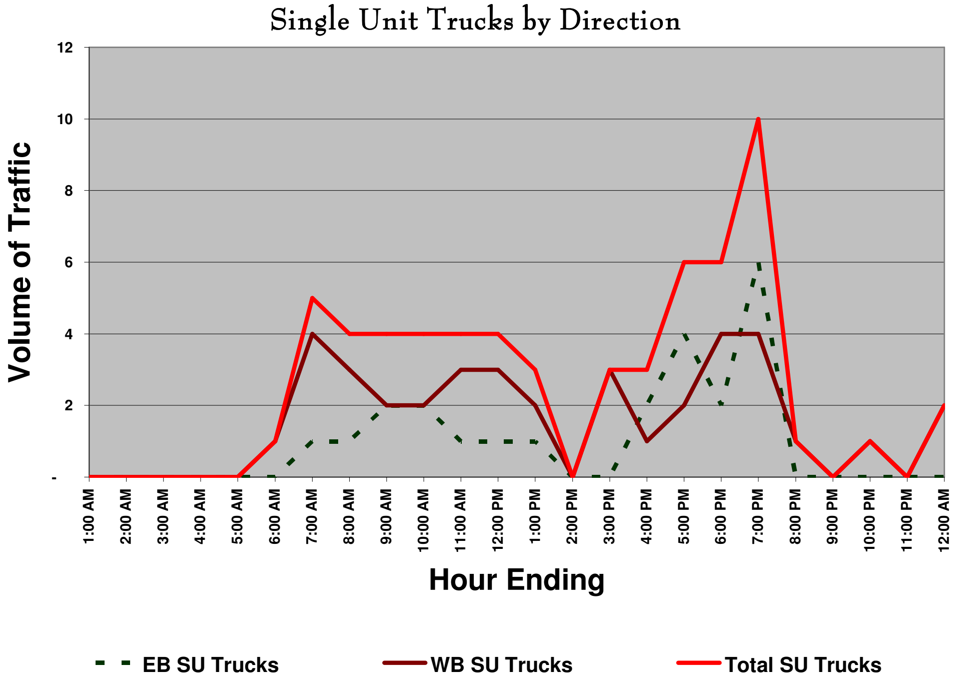
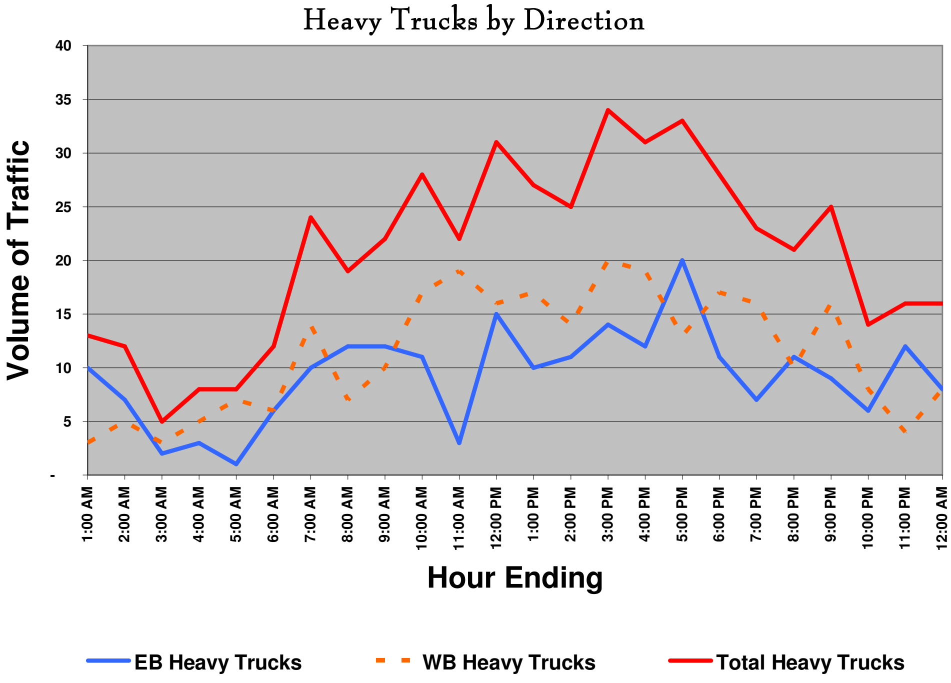


Figure 1.2.1.13 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 11 – US82/Jefferson Davis Memorial Highway (Quitman County)



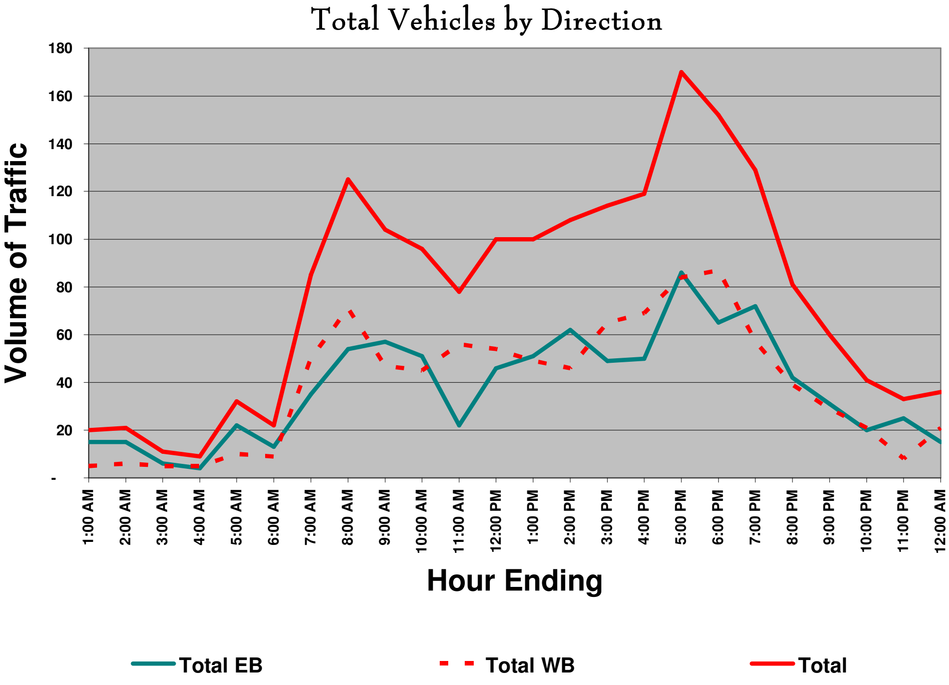
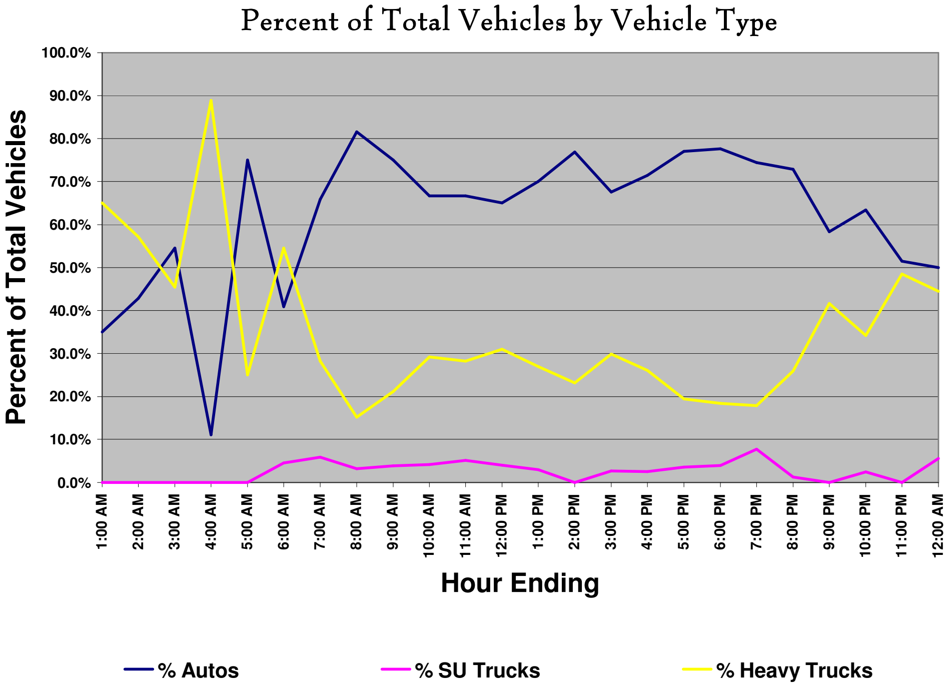


Figure 1.2.1.13 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 11 – US82/Jefferson Davis Memorial Highway (Quitman County)



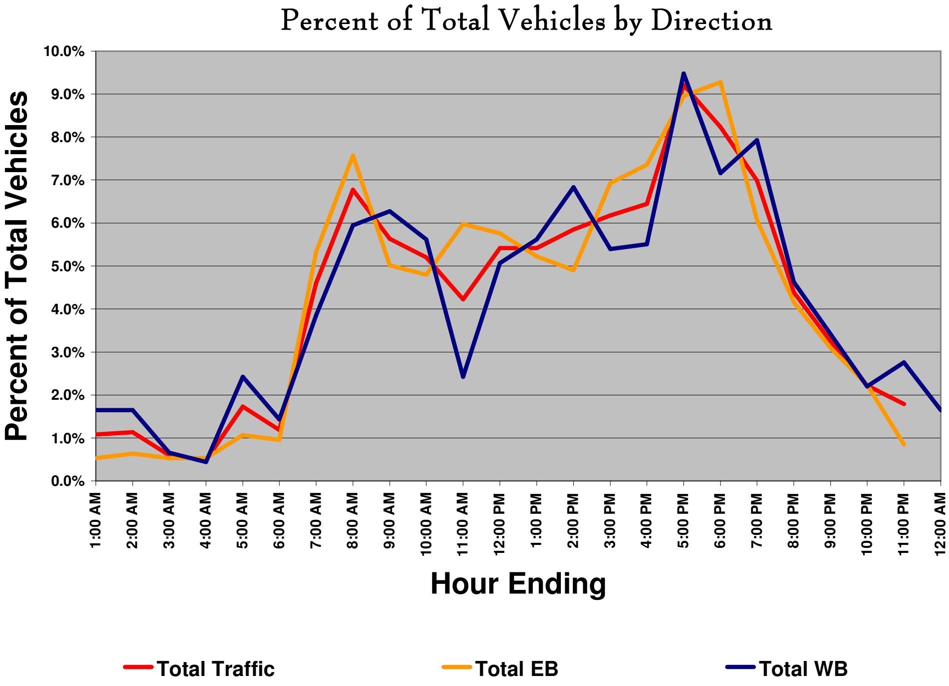


Table 1.2.1.15

Twenty-Four Vehicle Classification Count

Location 11 – US82/Jefferson Davis Memorial Highway (Quitman County)

Location: West of Cuthbert Between CR84/Union Church Rd & CR82/Hatcher Rd

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	5	2	7	35.0%	-	0	0	0.0%	10	3	13	65.0%	15	5	20	100.0%
2:00 AM	8	1	9	42.9%	-	0	0	0.0%	7	5	12	57.1%	15	6	21	100.0%
3:00 AM	4	2	6	54.5%	-	0	0	0.0%	2	3	5	45.5%	6	5	11	100.0%
4:00 AM	1	0	1	11.1%	-	0	0	0.0%	3	5	8	88.9%	4	5	9	100.0%
5:00 AM	21	3	24	75.0%	-	0	0	0.0%	1	7	8	25.0%	22	10	32	100.0%
6:00 AM	7	2	9	40.9%	-	1	1	4.5%	6	6	12	54.5%	13	9	22	100.0%
7:00 AM	24	32	56	65.9%	1	4	5	5.9%	10	14	24	28.2%	35	50	85	100.0%
8:00 AM	41	61	102	81.6%	1	3	4	3.2%	12	7	19	15.2%	54	71	125	100.0%
9:00 AM	43	35	78	75.0%	2	2	4	3.8%	12	10	22	21.2%	57	47	104	100.0%
10:00 AM	38	26	64	66.7%	2	2	4	4.2%	11	17	28	29.2%	51	45	96	100.0%
11:00 AM	18	34	52	66.7%	1	3	4	5.1%	3	19	22	28.2%	22	56	78	100.0%
12:00 PM	30	35	65	65.0%	1	3	4	4.0%	15	16	31	31.0%	46	54	100	100.0%
1:00 PM	40	30	70	70.0%	1	2	3	3.0%	10	17	27	27.0%	51	49	100	100.0%
2:00 PM	51	32	83	76.9%	-	0	0	0.0%	11	14	25	23.1%	62	46	108	100.0%
3:00 PM	35	42	77	67.5%	-	3	3	2.6%	14	20	34	29.8%	49	65	114	100.0%
4:00 PM	36	49	85	71.4%	2	1	3	2.5%	12	19	31	26.1%	50	69	119	100.0%
5:00 PM	62	69	131	77.1%	4	2	6	3.5%	20	13	33	19.4%	86	84	170	100.0%
6:00 PM	52	66	118	77.6%	2	4	6	3.9%	11	17	28	18.4%	65	87	152	100.0%
7:00 PM	59	37	96	74.4%	6	4	10	7.8%	7	16	23	17.8%	72	57	129	100.0%
8:00 PM	31	28	59	72.8%	-	1	1	1.2%	11	10	21	25.9%	42	39	81	100.0%
9:00 PM	22	13	35	58.3%	-	0	0	0.0%	9	16	25	41.7%	31	29	60	100.0%
10:00 PM	14	12	26	63.4%	-	1	1	2.4%	6	8	14	34.1%	20	21	41	100.0%
11:00 PM	13	4	17	51.5%	-	0	0	0.0%	12	4	16	48.5%	25	8	33	100.0%
12:00 AM	7	11	18	50.0%	-	2	2	5.6%	8	8	16	44.4%	15	21	36	100.0%
Total	662	626	1,288	69.8%	23	38	61	3.3%	223	274	497	26.9%	908	938	1,846	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	7:00 AM	8:00 AM	102	7.9%	4:00 PM	5:00 PM	131	10.2%	1,288	70%
*Med-Trk	6:00 AM	7:00 AM	5	8.2%	6:00 PM	7:00 PM	10	16.4%	61	3%
*Hvy-Trk	11:00 AM	12:00 PM	31	6.2%	2:00 PM	3:00 PM	34	6.8%	497	27%
Total	7:00 AM	8:00 AM	125	6.8%	4:00 PM	5:00 PM	170	9.2%	1,846	100%

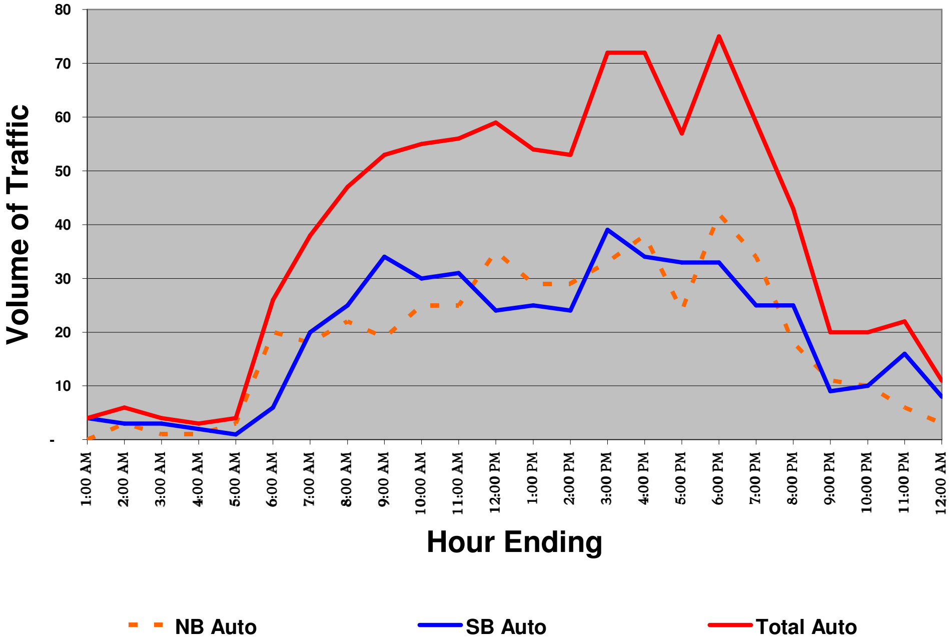
Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.14
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 12 – US27/SR1/Martha Berry Highway (Randolph County)

Autos by Direction



Single Unit Trucks by Direction

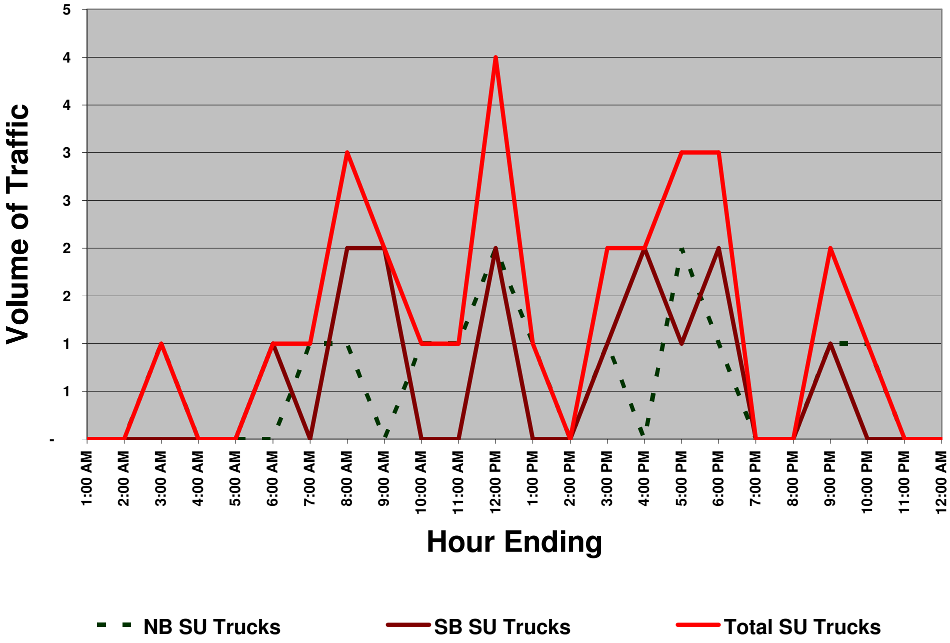
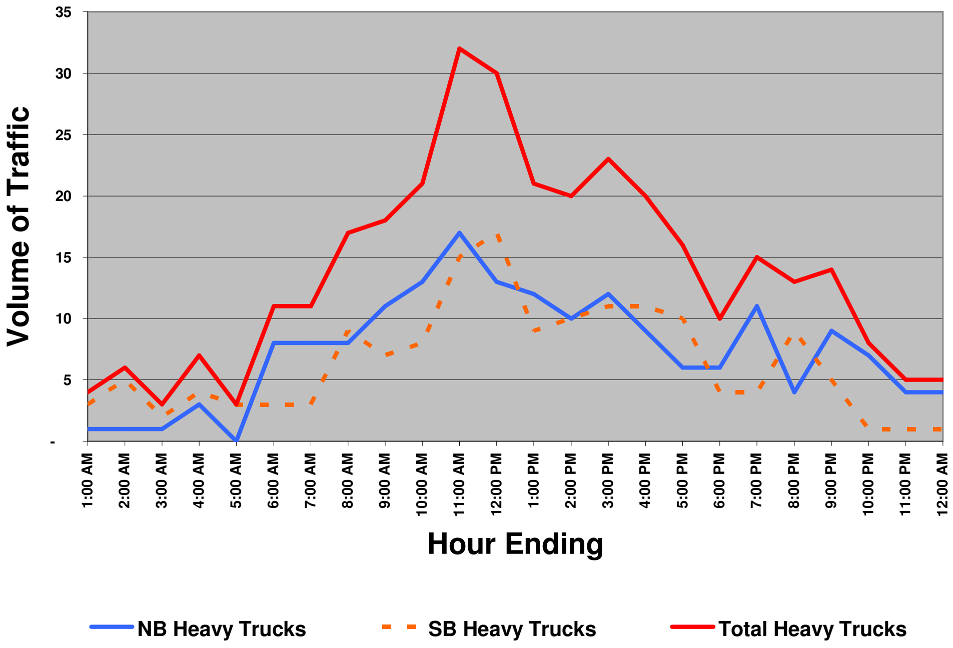


Figure 1.2.1.14 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 12 – US27/SR1/Martha Berry Highway (Randolph County)

Heavy Trucks by Direction



Total Vehicles by Direction

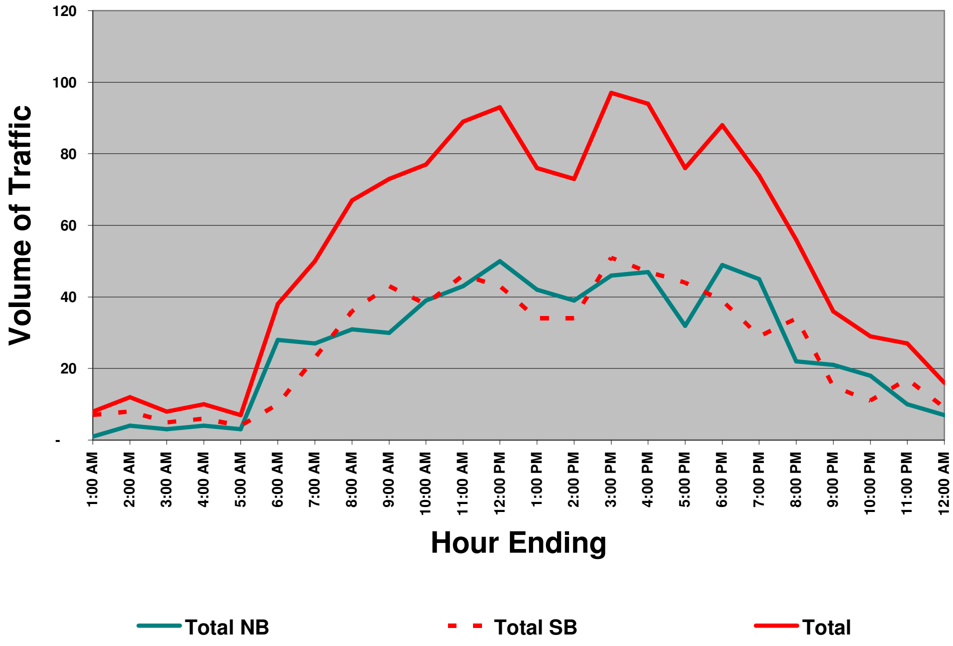
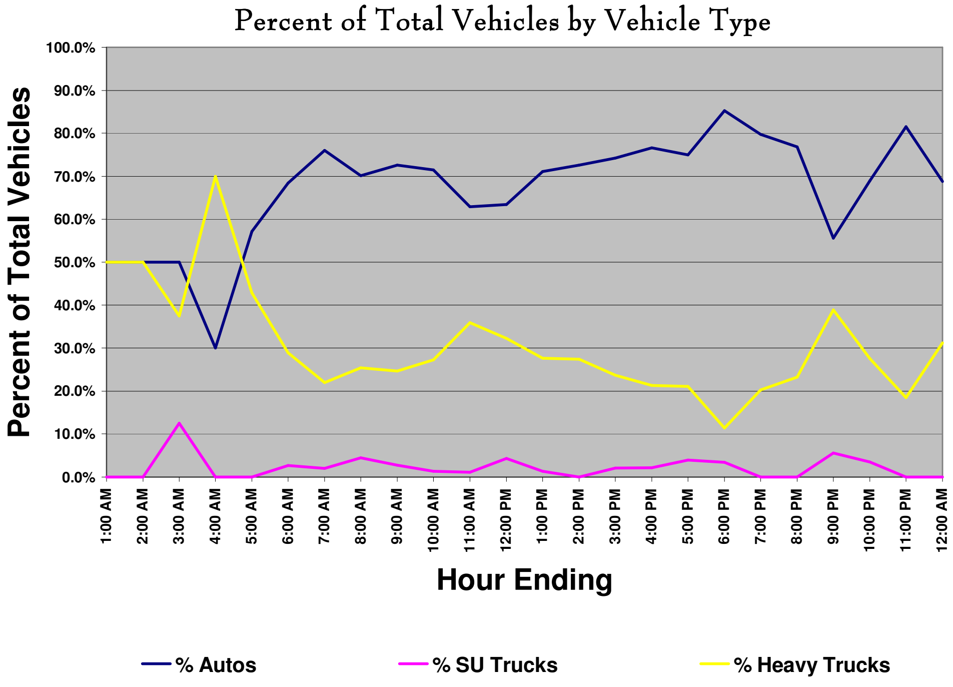


Figure 1.2.1.14 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 12 – US27/SR1/Martha Berry Highway (Randolph County)



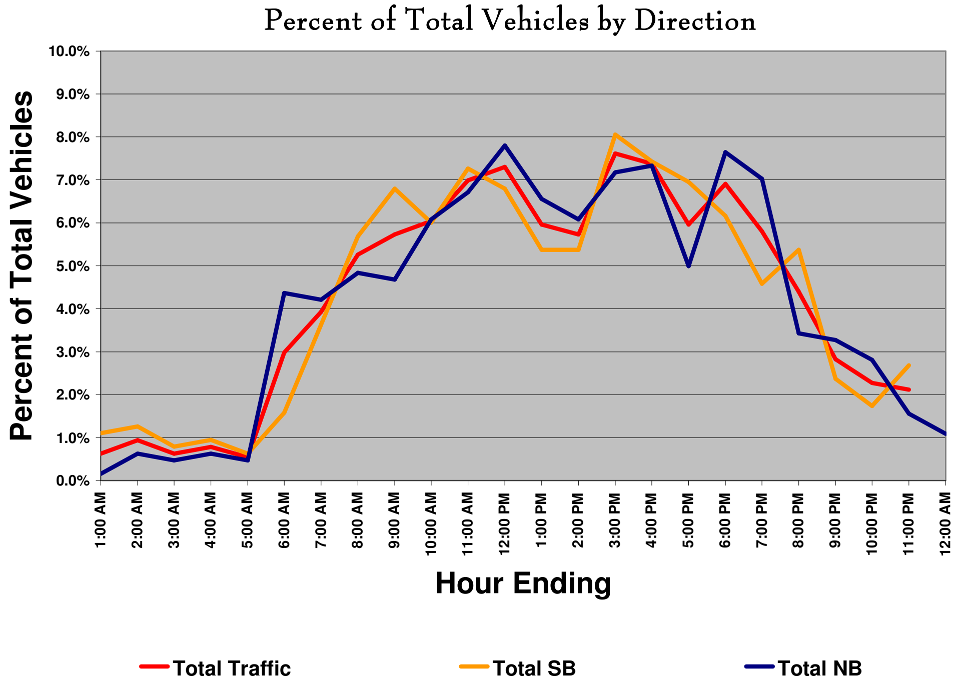


Table 1.2.1.16
Twenty-Four Vehicle Classification Count
Location 12 – US27/SR1/Martha Berry Highway (Randolph County)

Location: Between SR27 & US82 between Lumpkin & Cuthbert

Hour	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
Ending	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	-	4	4	50.0%	-	0	0	0.0%	1	3	4	50.0%	1	7	8	100.0%
2:00 AM	3	3	6	50.0%	-	0	0	0.0%	1	5	6	50.0%	4	8	12	100.0%
3:00 AM	1	3	4	50.0%	1	0	1	12.5%	1	2	3	37.5%	3	5	8	100.0%
4:00 AM	1	2	3	30.0%	-	0	0	0.0%	3	4	7	70.0%	4	6	10	100.0%
5:00 AM	3	1	4	57.1%	-	0	0	0.0%	-	3	3	42.9%	3	4	7	100.0%
6:00 AM	20	6	26	68.4%	-	1	1	2.6%	8	3	11	28.9%	28	10	38	100.0%
7:00 AM	18	20	38	76.0%	1	0	1	2.0%	8	3	11	22.0%	27	23	50	100.0%
8:00 AM	22	25	47	70.1%	1	2	3	4.5%	8	9	17	25.4%	31	36	67	100.0%
9:00 AM	19	34	53	72.6%	-	2	2	2.7%	11	7	18	24.7%	30	43	73	100.0%
10:00 AM	25	30	55	71.4%	1	0	1	1.3%	13	8	21	27.3%	39	38	77	100.0%
11:00 AM	25	31	56	62.9%	1	0	1	1.1%	17	15	32	36.0%	43	46	89	100.0%
12:00 PM	35	24	59	63.4%	2	2	4	4.3%	13	17	30	32.3%	50	43	93	100.0%
1:00 PM	29	25	54	71.1%	1	0	1	1.3%	12	9	21	27.6%	42	34	76	100.0%
2:00 PM	29	24	53	72.6%	-	0	0	0.0%	10	10	20	27.4%	39	34	73	100.0%
3:00 PM	33	39	72	74.2%	1	1	2	2.1%	12	11	23	23.7%	46	51	97	100.0%
4:00 PM	38	34	72	76.6%	-	2	2	2.1%	9	11	20	21.3%	47	47	94	100.0%
5:00 PM	24	33	57	75.0%	2	1	3	3.9%	6	10	16	21.1%	32	44	76	100.0%
6:00 PM	42	33	75	85.2%	1	2	3	3.4%	6	4	10	11.4%	49	39	88	100.0%
7:00 PM	34	25	59	79.7%	-	0	0	0.0%	11	4	15	20.3%	45	29	74	100.0%
8:00 PM	18	25	43	76.8%	-	0	0	0.0%	4	9	13	23.2%	22	34	56	100.0%
9:00 PM	11	9	20	55.6%	1	1	2	5.6%	9	5	14	38.9%	21	15	36	100.0%
10:00 PM	10	10	20	69.0%	1	0	1	3.4%	7	1	8	27.6%	18	11	29	100.0%
11:00 PM	6	16	22	81.5%	-	0	0	0.0%	4	1	5	18.5%	10	17	27	100.0%
12:00 AM	3	8	11	68.8%	-	0	0	0.0%	4	1	5	31.3%	7	9	16	100.0%
Total	449	464	913	71.7%	14	14	28	2.2%	178	155	333	26.1%	641	633	1,274	100.0%

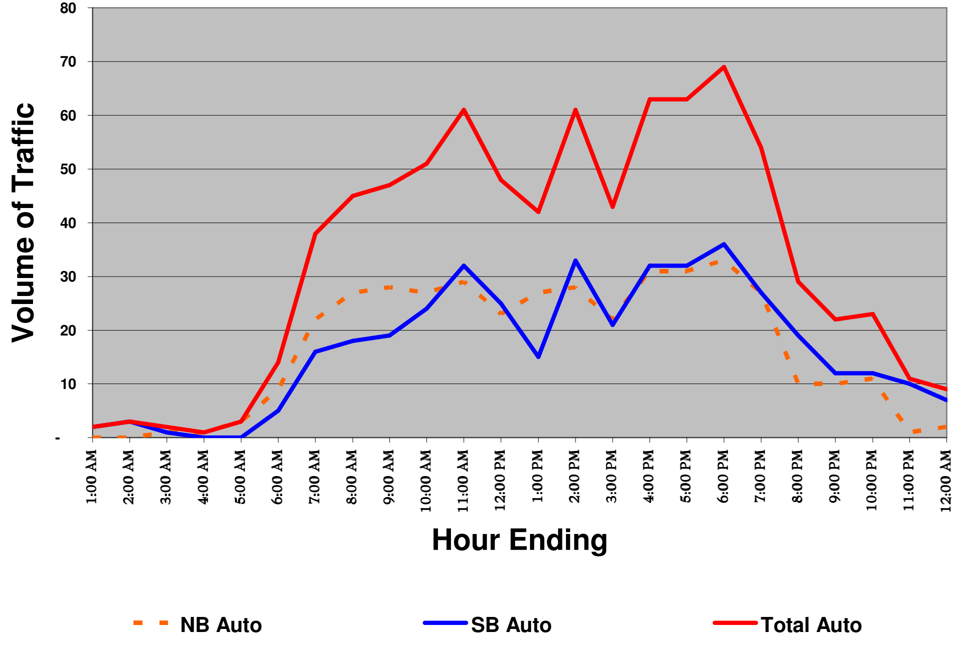
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*11:00 AM*	*12:00 PM*	*59*	*6.5%*	*5:00 PM*	*6:00 PM*	*75*	*8.2%*	*913*	*72%*
*Med-Trk	*11:00 AM*	*12:00 PM*	*4*	*14.3%*	*4:00 PM*	*5:00 PM*	*3*	*10.7%*	*28*	*2%*
*Hvy-Trk	*10:00 AM*	*11:00 AM*	*32*	*9.6%*	*2:00 PM*	*3:00 PM*	*23*	*6.9%*	*333*	*26%*
Total	*11:00 AM*	*12:00 PM*	*93*	*7.3%*	*2:00 PM*	*3:00 PM*	*97*	*7.6%*	*1,274*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.15
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 13 – US27/SR1/Martha Berry Highway- South (Randolph County)


Autos by Direction

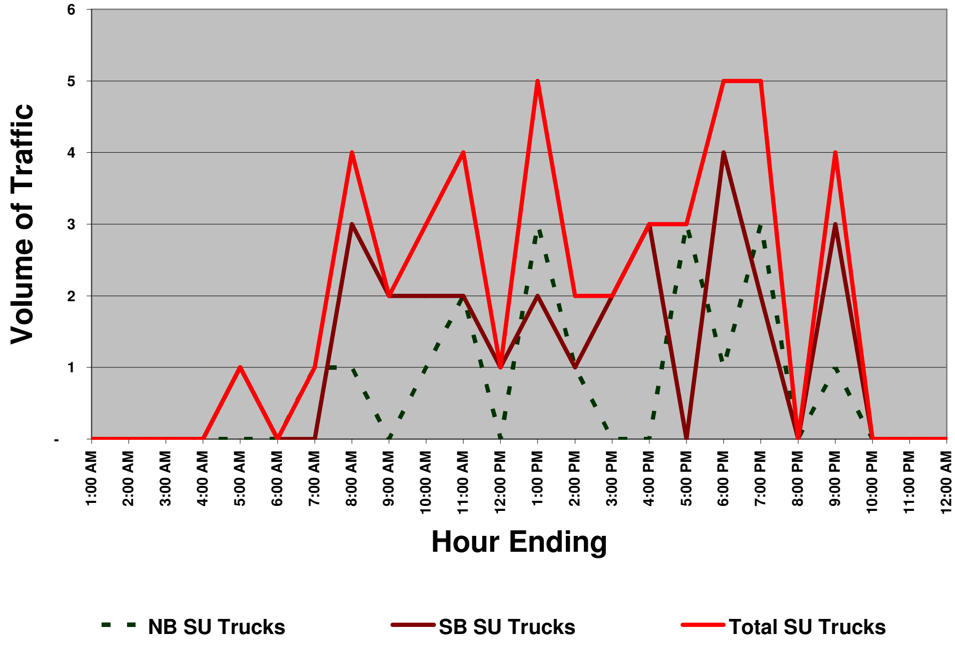
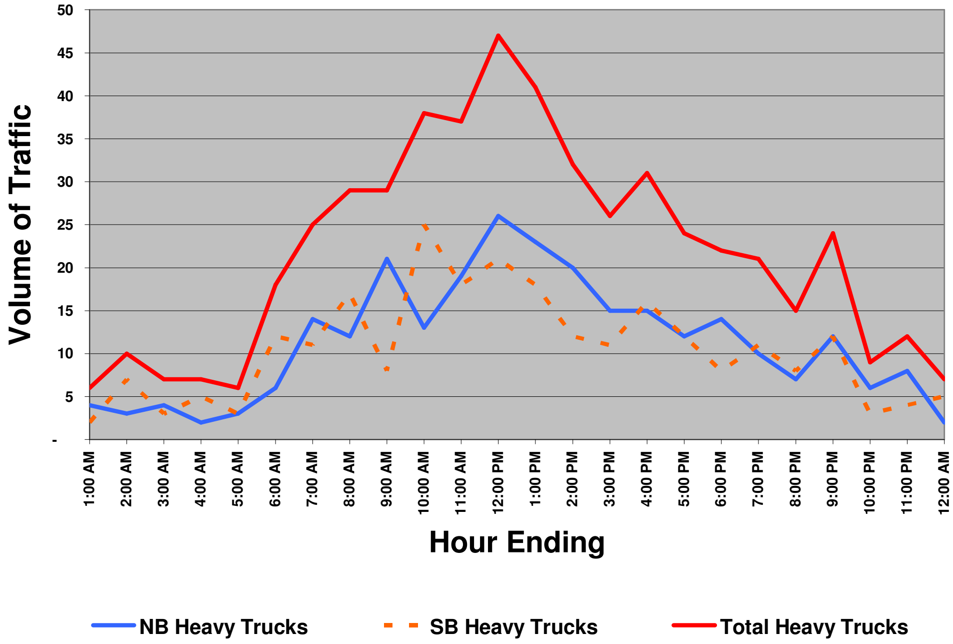

Single Unit Trucks by Direction

Figure 1.2.1.15 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 13 – US27/SR1/Martha Berry Highway- South (Randolph County)

Heavy Trucks by Direction



Total Vehicles by Direction

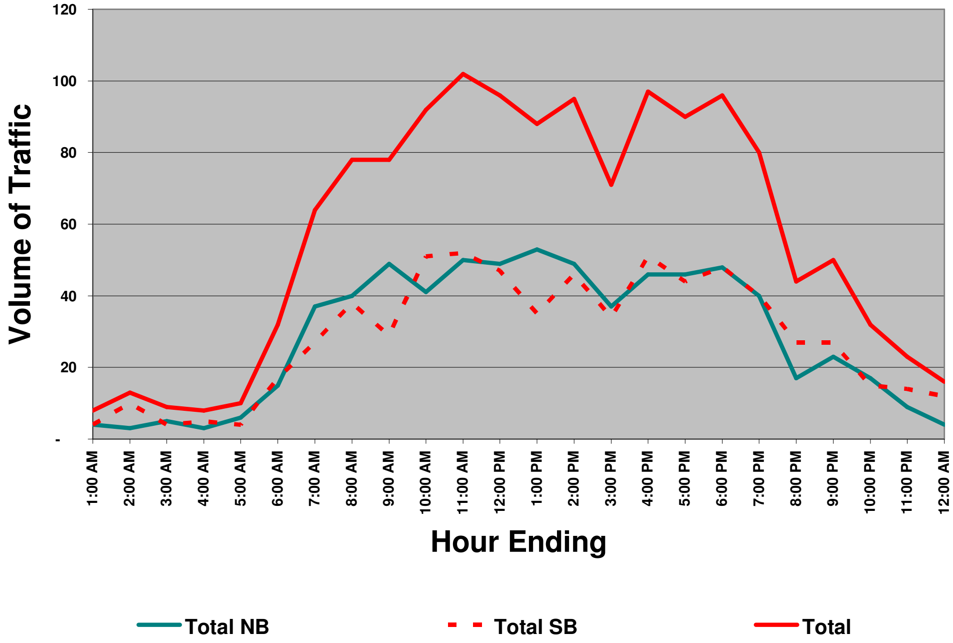
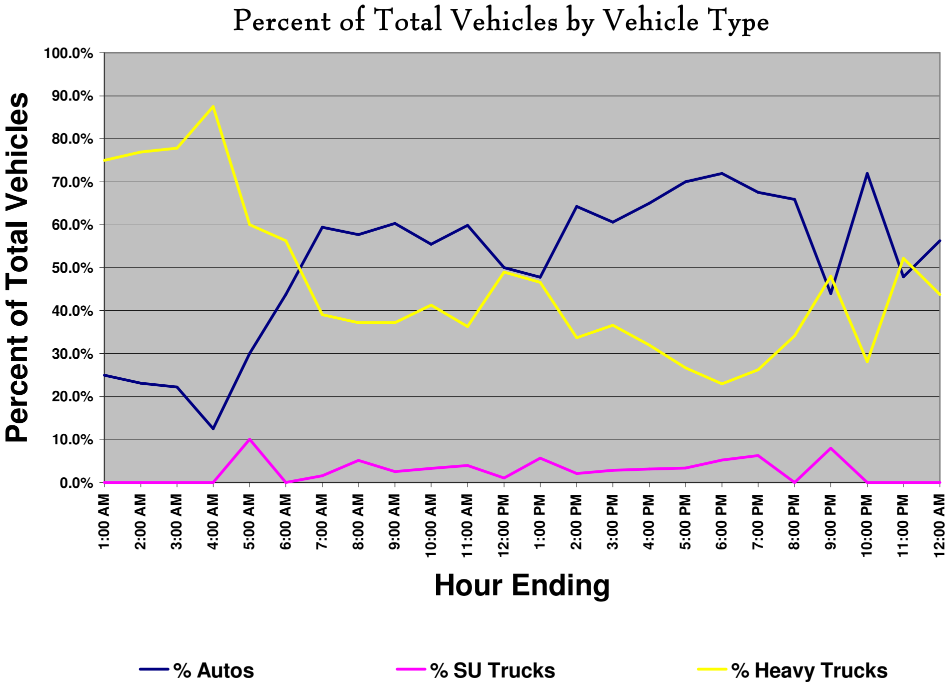


Figure 1.2.1.15 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 13 – US27/SR1/Martha Berry Highway- South (Randolph County)



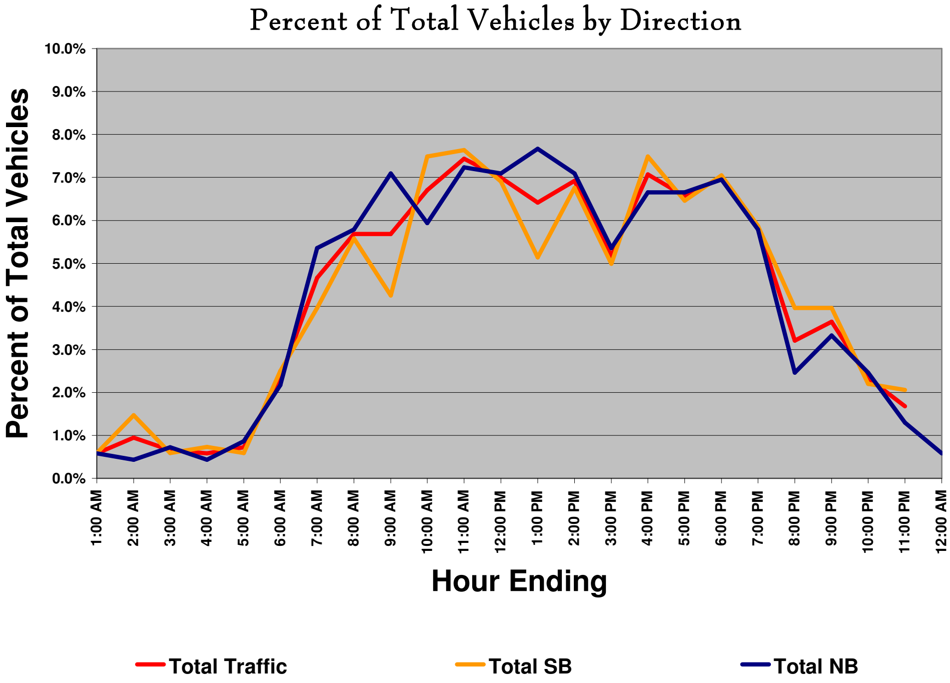


Table 1.2.1.17
Twenty-Four Vehicle Classification Count
Location 13 – US27/SR1/Martha Berry Highway- South (Randolph County)

Location: Between CR70 & CR 153/Cargenie Vilulah Rd

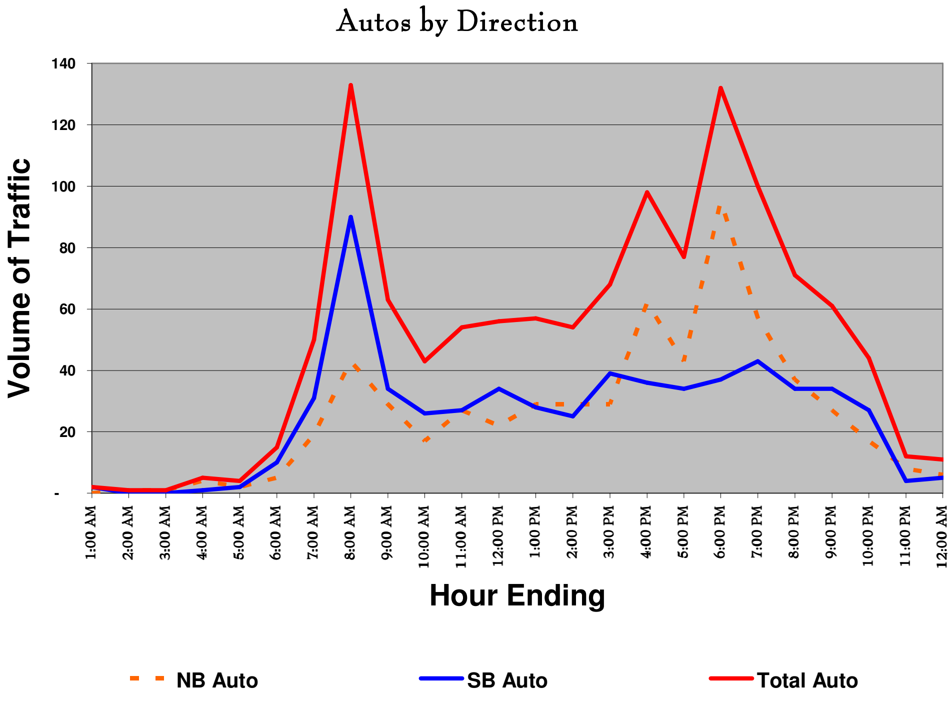
Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	-	2	2	25.0%	-	0	0	0.0%	4	2	6	75.0%	4	4	8	100.0%
2:00 AM	-	3	3	23.1%	-	0	0	0.0%	3	7	10	76.9%	3	10	13	100.0%
3:00 AM	1	1	2	22.2%	-	0	0	0.0%	4	3	7	77.8%	5	4	9	100.0%
4:00 AM	1	0	1	12.5%	-	0	0	0.0%	2	5	7	87.5%	3	5	8	100.0%
5:00 AM	3	0	3	30.0%	-	1	1	10.0%	3	3	6	60.0%	6	4	10	100.0%
6:00 AM	9	5	14	43.8%	-	0	0	0.0%	6	12	18	56.3%	15	17	32	100.0%
7:00 AM	22	16	38	59.4%	1	0	1	1.6%	14	11	25	39.1%	37	27	64	100.0%
8:00 AM	27	18	45	57.7%	1	3	4	5.1%	12	17	29	37.2%	40	38	78	100.0%
9:00 AM	28	19	47	60.3%	-	2	2	2.6%	21	8	29	37.2%	49	29	78	100.0%
10:00 AM	27	24	51	55.4%	1	2	3	3.3%	13	25	38	41.3%	41	51	92	100.0%
11:00 AM	29	32	61	59.8%	2	2	4	3.9%	19	18	37	36.3%	50	52	102	100.0%
12:00 PM	23	25	48	50.0%	-	1	1	1.0%	26	21	47	49.0%	49	47	96	100.0%
1:00 PM	27	15	42	47.7%	3	2	5	5.7%	23	18	41	46.6%	53	35	88	100.0%
2:00 PM	28	33	61	64.2%	1	1	2	2.1%	20	12	32	33.7%	49	46	95	100.0%
3:00 PM	22	21	43	60.6%	-	2	2	2.8%	15	11	26	36.6%	37	34	71	100.0%
4:00 PM	31	32	63	64.9%	-	3	3	3.1%	15	16	31	32.0%	46	51	97	100.0%
5:00 PM	31	32	63	70.0%	3	0	3	3.3%	12	12	24	26.7%	46	44	90	100.0%
6:00 PM	33	36	69	71.9%	1	4	5	5.2%	14	8	22	22.9%	48	48	96	100.0%
7:00 PM	27	27	54	67.5%	3	2	5	6.3%	10	11	21	26.3%	40	40	80	100.0%
8:00 PM	10	19	29	65.9%	-	0	0	0.0%	7	8	15	34.1%	17	27	44	100.0%
9:00 PM	10	12	22	44.0%	1	3	4	8.0%	12	12	24	48.0%	23	27	50	100.0%
10:00 PM	11	12	23	71.9%	-	0	0	0.0%	6	3	9	28.1%	17	15	32	100.0%
11:00 PM	1	10	11	47.8%	-	0	0	0.0%	8	4	12	52.2%	9	14	23	100.0%
12:00 AM	2	7	9	56.3%	-	0	0	0.0%	2	5	7	43.8%	4	12	16	100.0%
Total	403	401	804	58.6%	17	28	45	3.3%	271	252	523	38.1%	691	681	1,372	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*10:00 AM*	*11:00 AM*	*61*	*7.6%*	*5:00 PM*	*6:00 PM*	*69*	*8.6%*	*804*	*59%*
*Med-Trk	*7:00 AM*	*8:00 AM*	*4*	*8.9%*	*12:00 PM*	*1:00 PM*	*5*	*11.1%*	*45*	*3%*
*Hvy-Trk	*11:00 AM*	*12:00 PM*	*47*	*9.0%*	*12:00 PM*	*1:00 PM*	*41*	*7.8%*	*523*	*38%*
Total	*10:00 AM*	*11:00 AM*	*102*	*7.4%*	*3:00 PM*	*4:00 PM*	*97*	*7.1%*	*1,372*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.16
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 14 – US19 (Schley County)



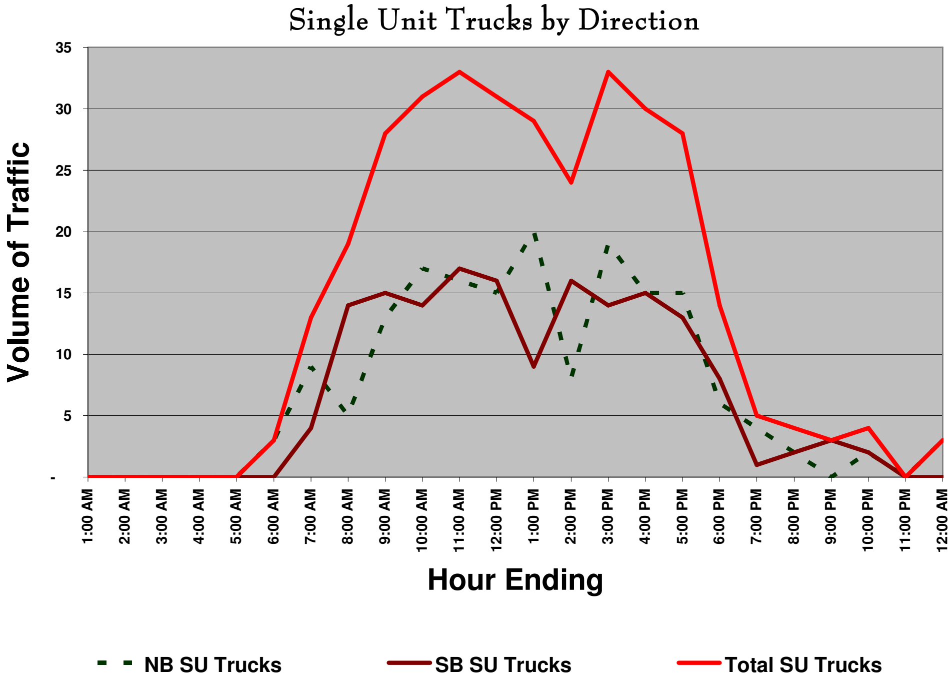
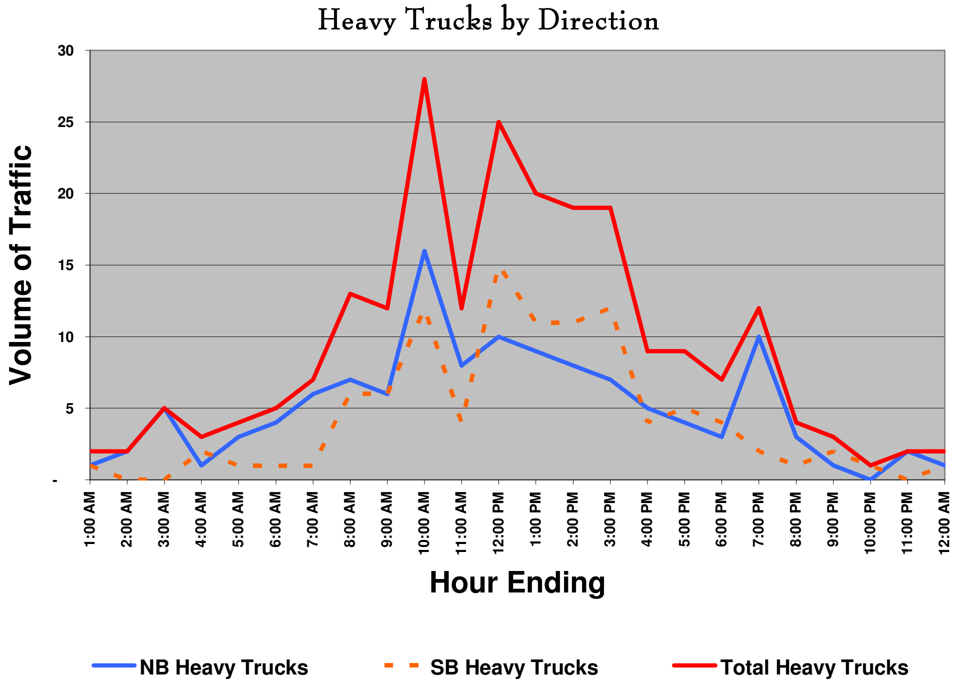


Figure 1.2.1.16 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 14 – US19 (Schley County)



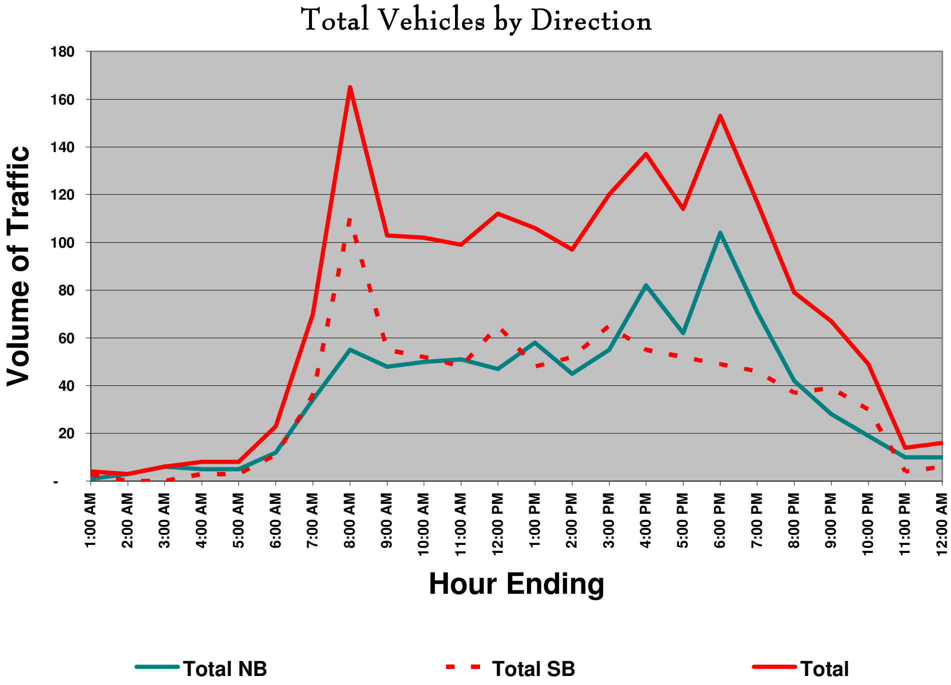
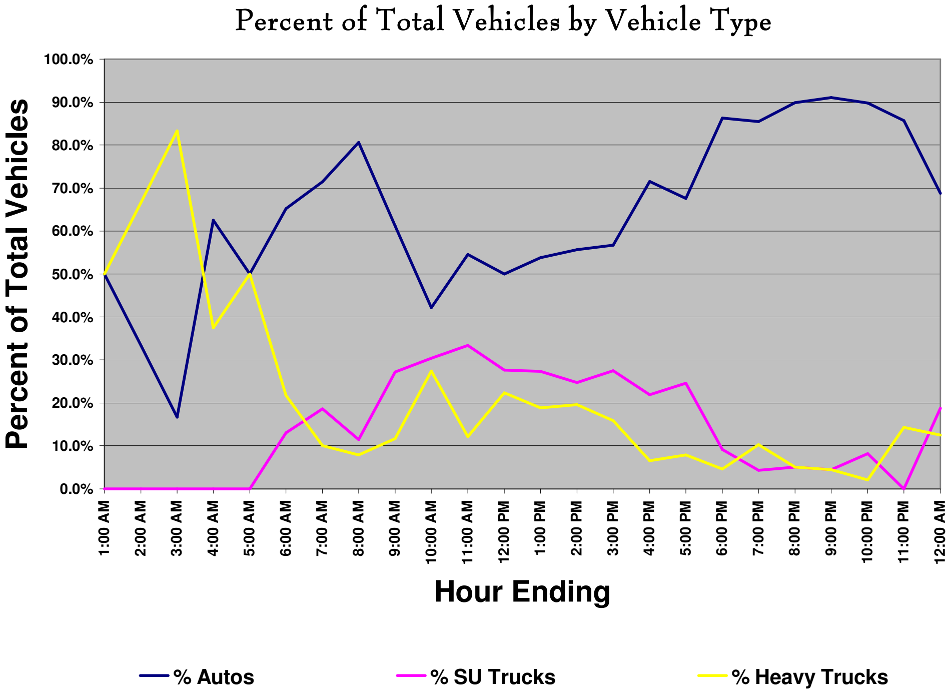


Figure 1.2.1.16 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 14 – US19 (Schley County)



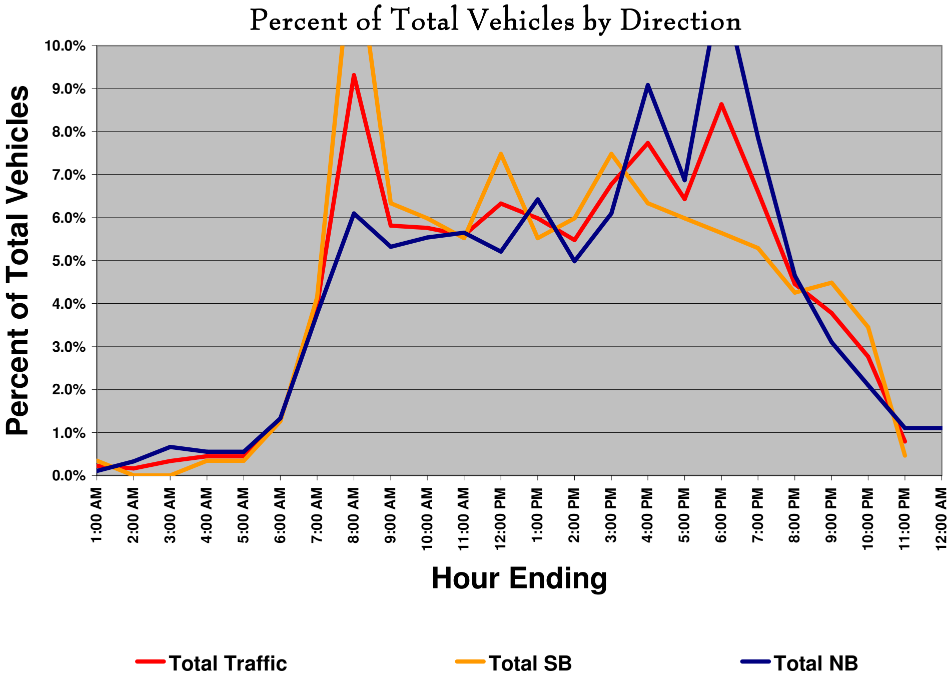


Table 1.2.1.18

Twenty-Four Vehicle Classification Count

Location 14 – US19 (Schley County)

Location: **Between SR26/E Oglethorpe St & SR240 north of Ellaville**

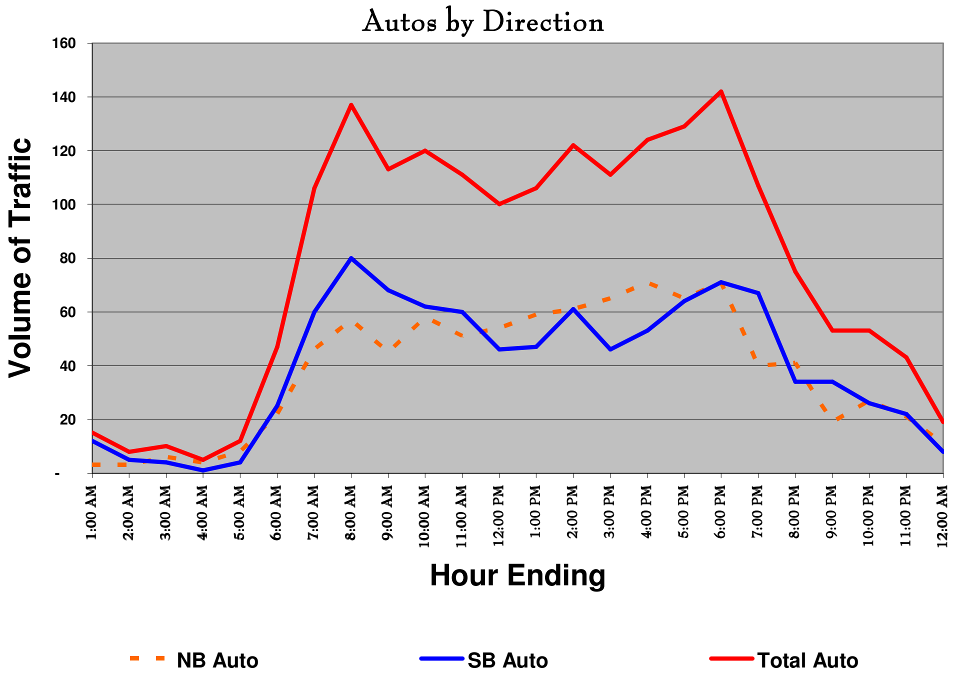
Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	-	2	2	50.0%	-	0	0	0.0%	1	1	2	50.0%	1	3	4	100.0%
2:00 AM	1	0	1	33.3%	-	0	0	0.0%	2	0	2	66.7%	3	0	3	100.0%
3:00 AM	1	0	1	16.7%	-	0	0	0.0%	5	0	5	83.3%	6	0	6	100.0%
4:00 AM	4	1	5	62.5%	-	0	0	0.0%	1	2	3	37.5%	5	3	8	100.0%
5:00 AM	2	2	4	50.0%	-	0	0	0.0%	3	1	4	50.0%	5	3	8	100.0%
6:00 AM	5	10	15	65.2%	3	0	3	13.0%	4	1	5	21.7%	12	11	23	100.0%
7:00 AM	19	31	50	71.4%	9	4	13	18.6%	6	1	7	10.0%	34	36	70	100.0%
8:00 AM	43	90	133	80.6%	5	14	19	11.5%	7	6	13	7.9%	55	110	165	100.0%
9:00 AM	29	34	63	61.2%	13	15	28	27.2%	6	6	12	11.7%	48	55	103	100.0%
10:00 AM	17	26	43	42.2%	17	14	31	30.4%	16	12	28	27.5%	50	52	102	100.0%
11:00 AM	27	27	54	54.5%	16	17	33	33.3%	8	4	12	12.1%	51	48	99	100.0%
12:00 PM	22	34	56	50.0%	15	16	31	27.7%	10	15	25	22.3%	47	65	112	100.0%
1:00 PM	29	28	57	53.8%	20	9	29	27.4%	9	11	20	18.9%	58	48	106	100.0%
2:00 PM	29	25	54	55.7%	8	16	24	24.7%	8	11	19	19.6%	45	52	97	100.0%
3:00 PM	29	39	68	56.7%	19	14	33	27.5%	7	12	19	15.8%	55	65	120	100.0%
4:00 PM	62	36	98	71.5%	15	15	30	21.9%	5	4	9	6.6%	82	55	137	100.0%
5:00 PM	43	34	77	67.5%	15	13	28	24.6%	4	5	9	7.9%	62	52	114	100.0%
6:00 PM	95	37	132	86.3%	6	8	14	9.2%	3	4	7	4.6%	104	49	153	100.0%
7:00 PM	57	43	100	85.5%	4	1	5	4.3%	10	2	12	10.3%	71	46	117	100.0%
8:00 PM	37	34	71	89.9%	2	2	4	5.1%	3	1	4	5.1%	42	37	79	100.0%
9:00 PM	27	34	61	91.0%	-	3	3	4.5%	1	2	3	4.5%	28	39	67	100.0%
10:00 PM	17	27	44	89.8%	2	2	4	8.2%	-	1	1	2.0%	19	30	49	100.0%
11:00 PM	8	4	12	85.7%	-	0	0	0.0%	2	0	2	14.3%	10	4	14	100.0%
12:00 AM	6	5	11	68.8%	3	0	3	18.8%	1	1	2	12.5%	10	6	16	100.0%
Total	609	603	1,212	68.4%	172	163	335	18.9%	122	103	225	12.7%	903	869	1,772	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*133*	*11.0%*	*5:00 PM*	*6:00 PM*	*132*	*10.9%*	*1,212*	*68%*
*Med-Trk	*10:00 AM*	*11:00 AM*	*33*	*9.9%*	*2:00 PM*	*3:00 PM*	*33*	*9.9%*	*335*	*19%*
*Hvy-Trk	*9:00 AM*	*10:00 AM*	*28*	*12.4%*	*12:00 PM*	*1:00 PM*	*20*	*8.9%*	*225*	*13%*
Total	*7:00 AM*	*8:00 AM*	*165*	*9.3%*	*5:00 PM*	*6:00 PM*	*153*	*8.6%*	*1,772*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.17
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 15 – US27/SR1/Martha Berry Highway (Stewart County)



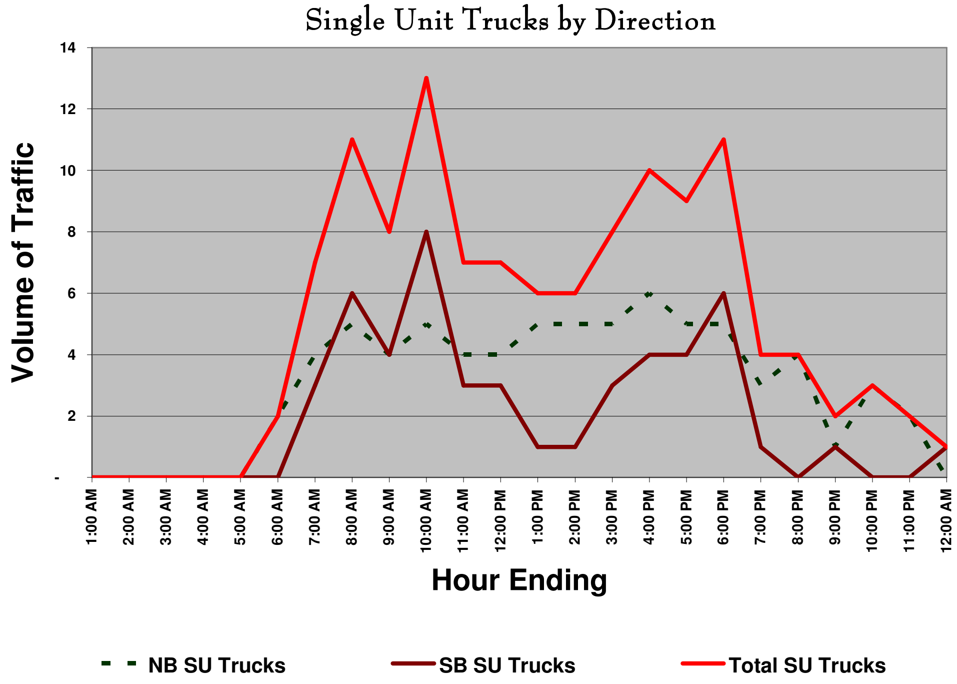
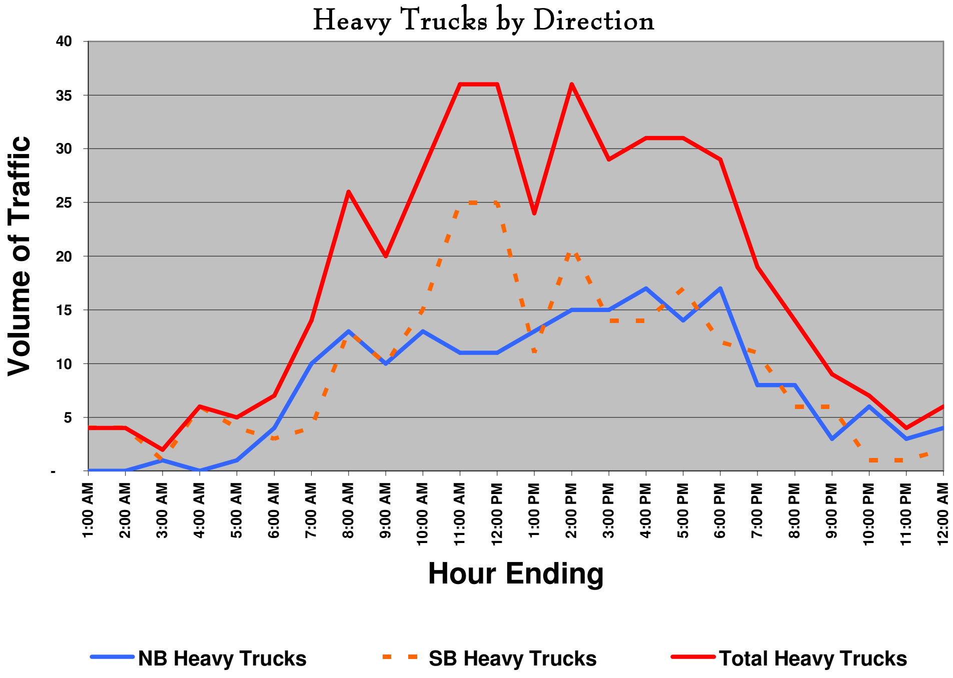


Figure 1.2.1.17 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 15 – US27/SR1/Martha Berry Highway (Stewart County)



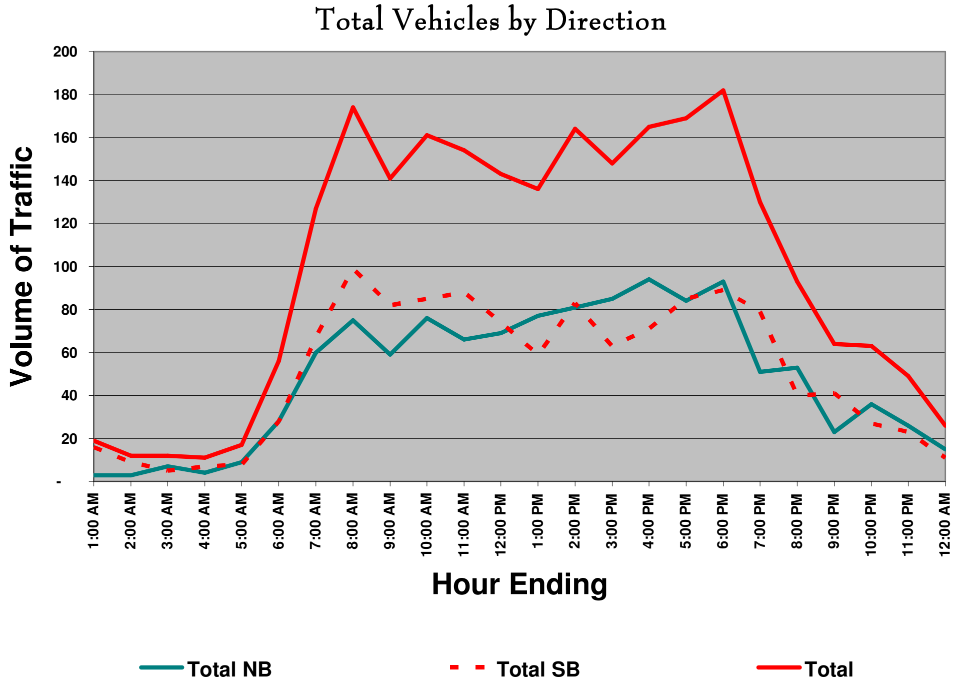
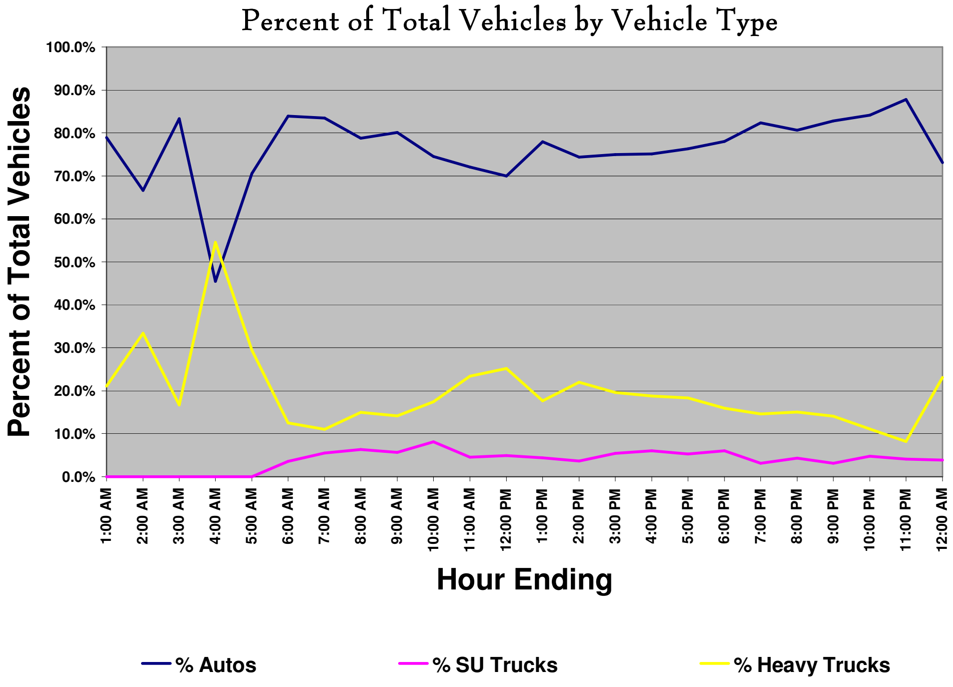


Figure 1.2.1.17 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 15 – US27/SR1/Martha Berry Highway (Stewart County)



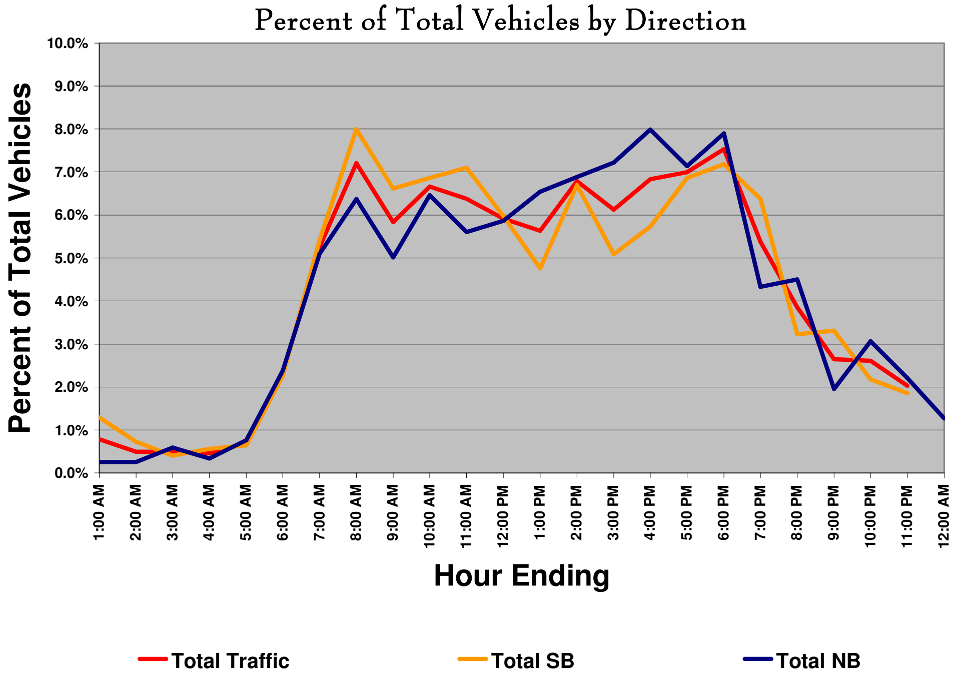


Table 1.2.1.19

Twenty-Four Vehicle Classification Count

Location 15 – US27/SR1/Martha Berry Highway (Stewart County)

Location: **Between SR39 North Loop & SR39 South Loop, North of Lumpkin**

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	3	12	15	78.9%	-	0	0	0.0%	-	4	4	21.1%	3	16	19	100.0%
2:00 AM	3	5	8	66.7%	-	0	0	0.0%	-	4	4	33.3%	3	9	12	100.0%
3:00 AM	6	4	10	83.3%	-	0	0	0.0%	1	1	2	16.7%	7	5	12	100.0%
4:00 AM	4	1	5	45.5%	-	0	0	0.0%	-	6	6	54.5%	4	7	11	100.0%
5:00 AM	8	4	12	70.6%	-	0	0	0.0%	1	4	5	29.4%	9	8	17	100.0%
6:00 AM	22	25	47	83.9%	2	0	2	3.6%	4	3	7	12.5%	28	28	56	100.0%
7:00 AM	46	60	106	83.5%	4	3	7	5.5%	10	4	14	11.0%	60	67	127	100.0%
8:00 AM	57	80	137	78.7%	5	6	11	6.3%	13	13	26	14.9%	75	99	174	100.0%
9:00 AM	45	68	113	80.1%	4	4	8	5.7%	10	10	20	14.2%	59	82	141	100.0%
10:00 AM	58	62	120	74.5%	5	8	13	8.1%	13	15	28	17.4%	76	85	161	100.0%
11:00 AM	51	60	111	72.1%	4	3	7	4.5%	11	25	36	23.4%	66	88	154	100.0%
12:00 PM	54	46	100	69.9%	4	3	7	4.9%	11	25	36	25.2%	69	74	143	100.0%
1:00 PM	59	47	106	77.9%	5	1	6	4.4%	13	11	24	17.6%	77	59	136	100.0%
2:00 PM	61	61	122	74.4%	5	1	6	3.7%	15	21	36	22.0%	81	83	164	100.0%
3:00 PM	65	46	111	75.0%	5	3	8	5.4%	15	14	29	19.6%	85	63	148	100.0%
4:00 PM	71	53	124	75.2%	6	4	10	6.1%	17	14	31	18.8%	94	71	165	100.0%
5:00 PM	65	64	129	76.3%	5	4	9	5.3%	14	17	31	18.3%	84	85	169	100.0%
6:00 PM	71	71	142	78.0%	5	6	11	6.0%	17	12	29	15.9%	93	89	182	100.0%
7:00 PM	40	67	107	82.3%	3	1	4	3.1%	8	11	19	14.6%	51	79	130	100.0%
8:00 PM	41	34	75	80.6%	4	0	4	4.3%	8	6	14	15.1%	53	40	93	100.0%
9:00 PM	19	34	53	82.8%	1	1	2	3.1%	3	6	9	14.1%	23	41	64	100.0%
10:00 PM	27	26	53	84.1%	3	0	3	4.8%	6	1	7	11.1%	36	27	63	100.0%
11:00 PM	21	22	43	87.8%	2	0	2	4.1%	3	1	4	8.2%	26	23	49	100.0%
12:00 AM	11	8	19	73.1%	-	1	1	3.8%	4	2	6	23.1%	15	11	26	100.0%
Total	908	960	1,868	77.3%	72	49	121	5.0%	197	230	427	17.7%	1,177	1,239	2,416	100.0%

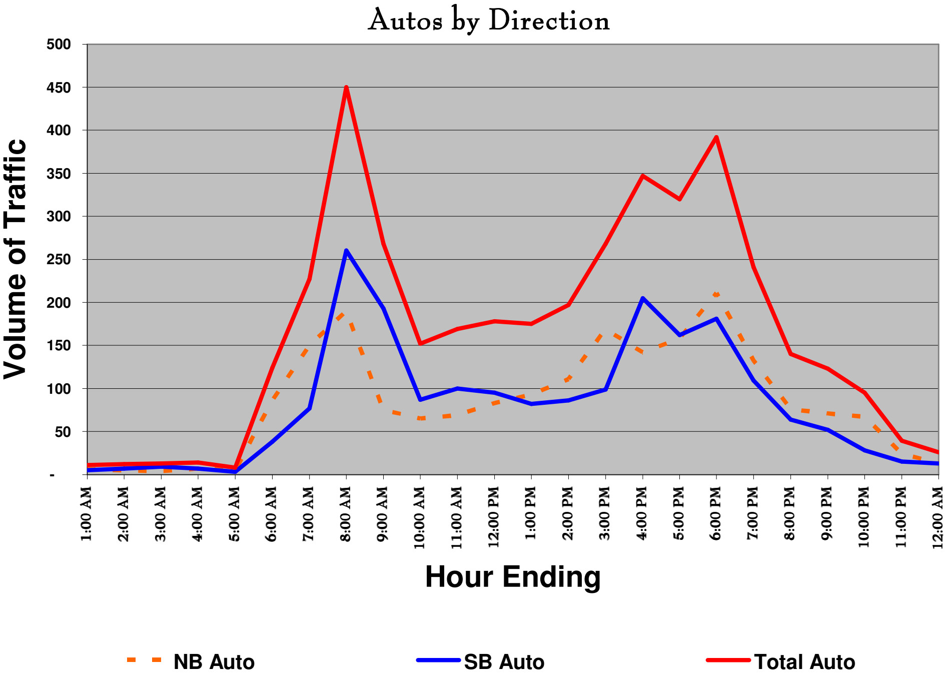
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
***Auto**	*7:00 AM*	*8:00 AM*	*137*	*7.3%*	*5:00 PM*	*6:00 PM*	*142*	*7.6%*	*1,868*	*77%*
***Med-Trk**	*9:00 AM*	*10:00 AM*	*13*	*10.7%*	*5:00 PM*	*6:00 PM*	*11*	*9.1%*	*121*	*5%*
***Hvy-Trk**	*10:00 AM*	*11:00 AM*	*36*	*8.4%*	*1:00 PM*	*2:00 PM*	*36*	*8.4%*	*427*	*18%*
Total	*7:00 AM*	*8:00 AM*	*174*	*7.2%*	*5:00 PM*	*6:00 PM*	*182*	*7.5%*	*2,416*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.18
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 16 – US19/SR3/McGarrah Street (Sumter County)



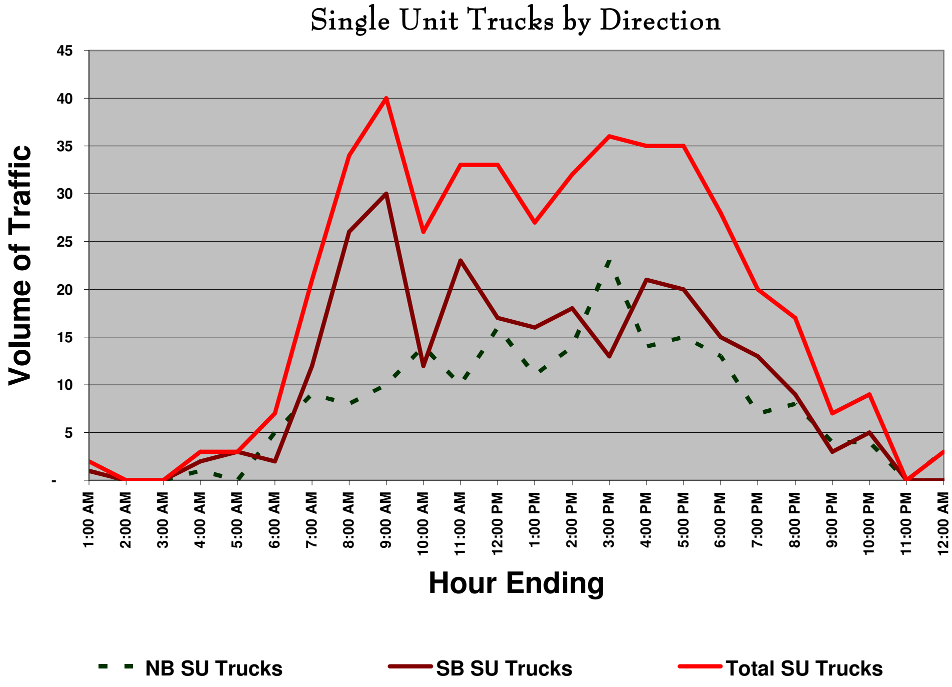
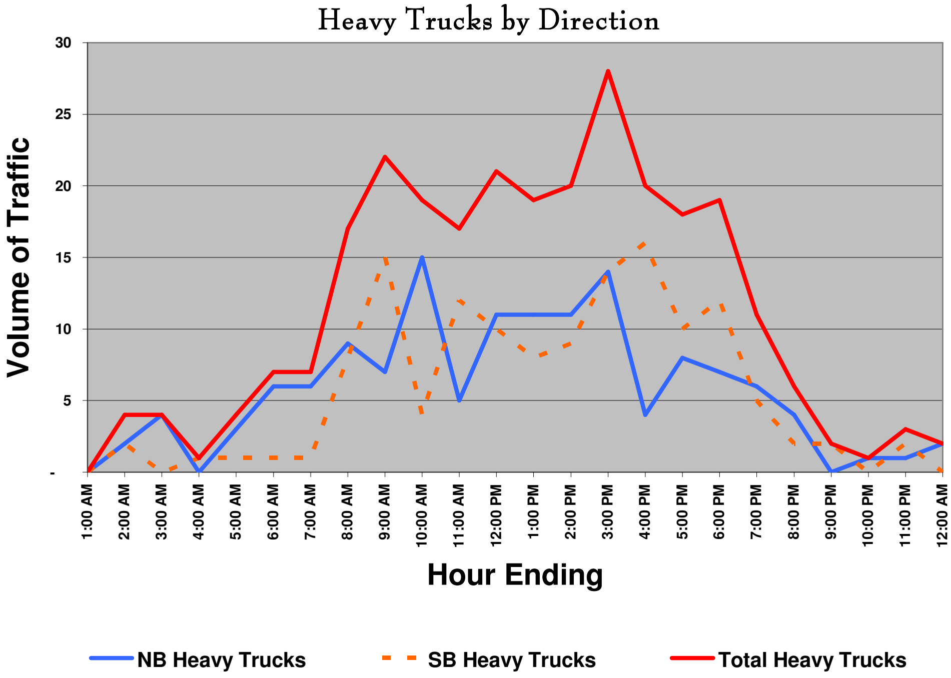


Figure 1.2.1.18 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 16 – US19/SR3/McGarrah Street (Sumter County)



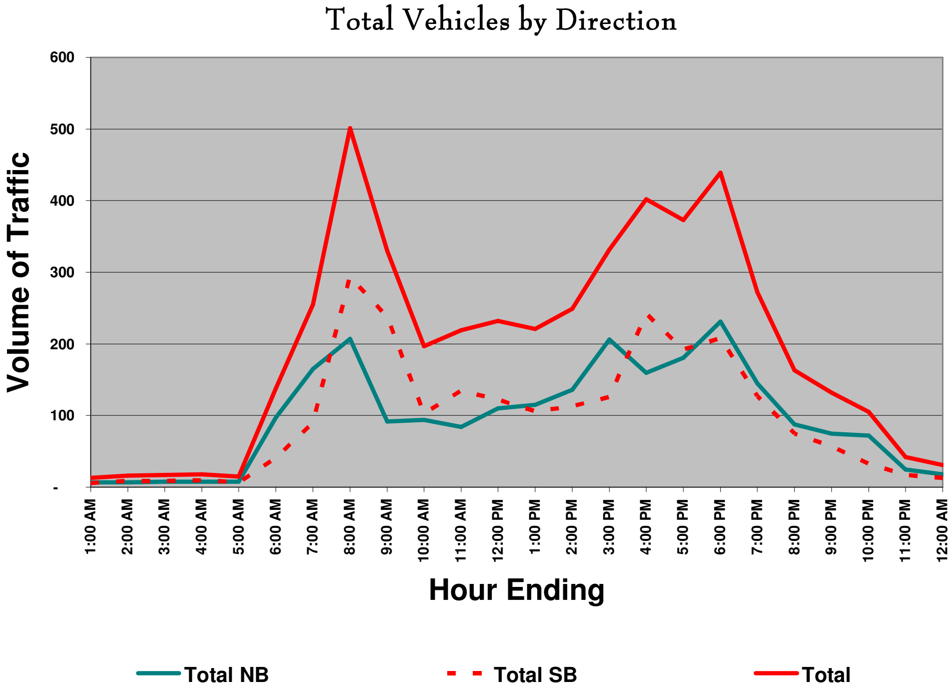
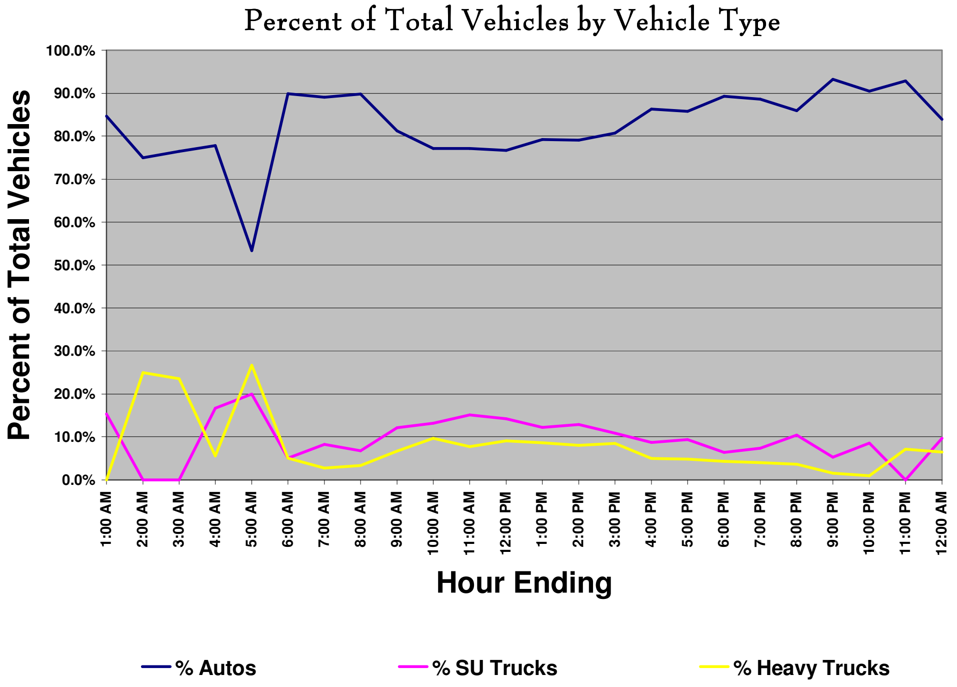


Figure 1.2.1.18 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 16 – US19/SR3/McGarrah Street (Sumter County)



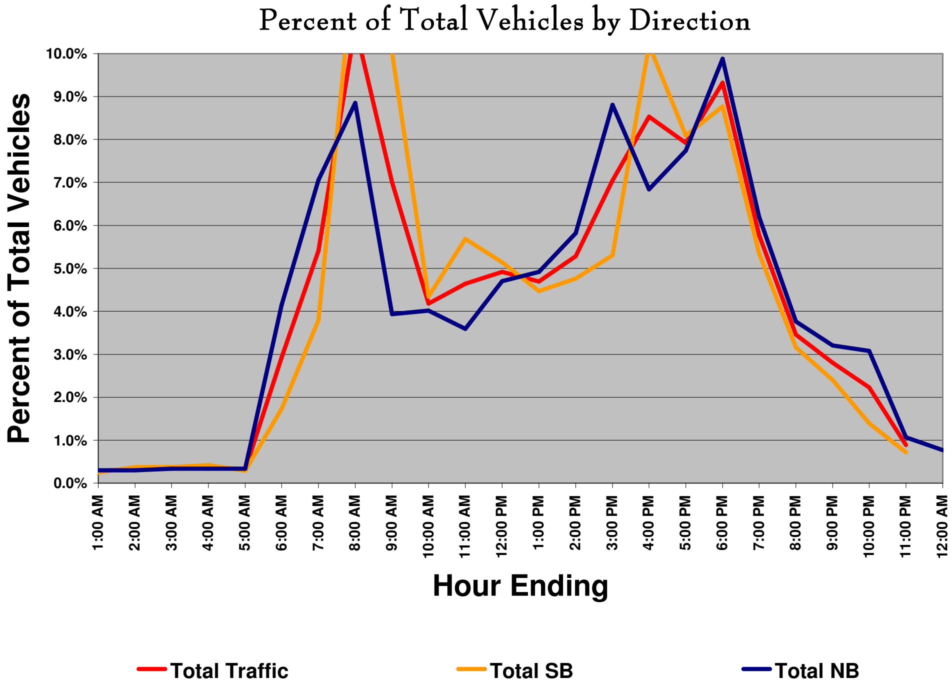


Table 1.2.1.20

Twenty-Four Vehicle Classification Count

Location 16 – US19/SR3/McGarrah Street (Sumter County)

Location: **Between SR30/Adderton St & Shilloh Rd, North of Americus**

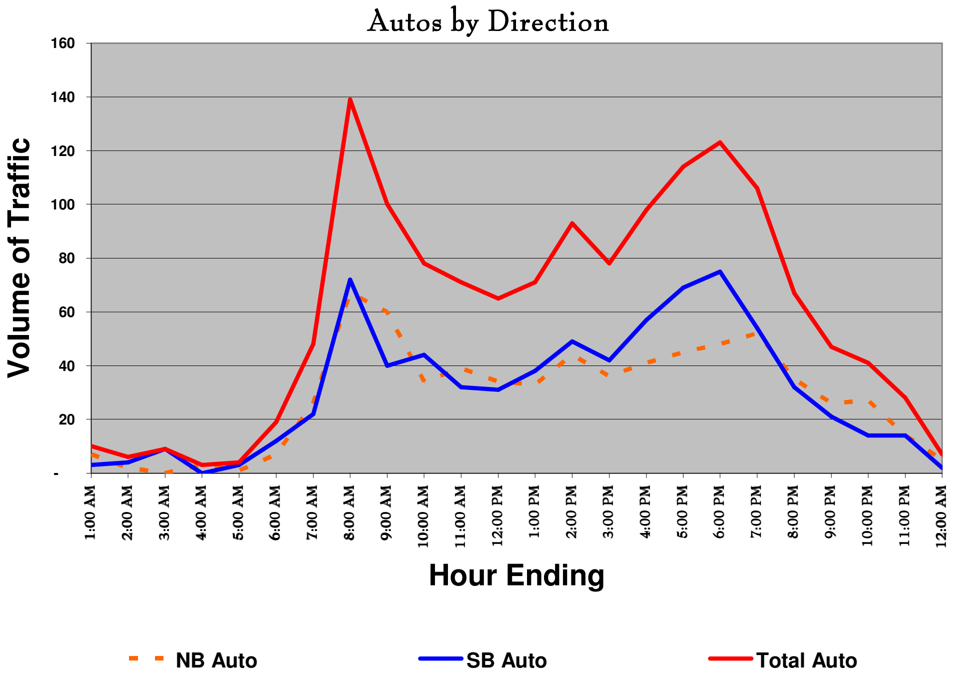
Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	6	5	11	84.6%	1	1	2	15.4%	-	0	0	0.0%	7	6	13	100.0%
2:00 AM	5	7	12	75.0%	-	0	0	0.0%	2	2	4	25.0%	7	9	16	100.0%
3:00 AM	4	9	13	76.5%	-	0	0	0.0%	4	0	4	23.5%	8	9	17	100.0%
4:00 AM	7	7	14	77.8%	1	2	3	16.7%	-	1	1	5.6%	8	10	18	100.0%
5:00 AM	5	3	8	53.3%	-	3	3	20.0%	3	1	4	26.7%	8	7	15	100.0%
6:00 AM	86	38	124	89.9%	5	2	7	5.1%	6	1	7	5.1%	97	41	138	100.0%
7:00 AM	150	77	227	89.0%	9	12	21	8.2%	6	1	7	2.7%	165	90	255	100.0%
8:00 AM	190	260	450	89.8%	8	26	34	6.8%	9	8	17	3.4%	207	294	501	100.0%
9:00 AM	75	193	268	81.2%	10	30	40	12.1%	7	15	22	6.7%	92	238	330	100.0%
10:00 AM	65	87	152	77.2%	14	12	26	13.2%	15	4	19	9.6%	94	103	197	100.0%
11:00 AM	69	100	169	77.2%	10	23	33	15.1%	5	12	17	7.8%	84	135	219	100.0%
12:00 PM	83	95	178	76.7%	16	17	33	14.2%	11	10	21	9.1%	110	122	232	100.0%
1:00 PM	93	82	175	79.2%	11	16	27	12.2%	11	8	19	8.6%	115	106	221	100.0%
2:00 PM	111	86	197	79.1%	14	18	32	12.9%	11	9	20	8.0%	136	113	249	100.0%
3:00 PM	169	99	268	80.7%	23	13	36	10.8%	14	14	28	8.4%	206	126	332	100.0%
4:00 PM	142	205	347	86.3%	14	21	35	8.7%	4	16	20	5.0%	160	242	402	100.0%
5:00 PM	158	162	320	85.8%	15	20	35	9.4%	8	10	18	4.8%	181	192	373	100.0%
6:00 PM	211	181	392	89.3%	13	15	28	6.4%	7	12	19	4.3%	231	208	439	100.0%
7:00 PM	132	109	241	88.6%	7	13	20	7.4%	6	5	11	4.0%	145	127	272	100.0%
8:00 PM	76	64	140	85.9%	8	9	17	10.4%	4	2	6	3.7%	88	75	163	100.0%
9:00 PM	71	52	123	93.2%	4	3	7	5.3%	-	2	2	1.5%	75	57	132	100.0%
10:00 PM	67	28	95	90.5%	4	5	9	8.6%	1	0	1	1.0%	72	33	105	100.0%
11:00 PM	24	15	39	92.9%	-	0	0	0.0%	1	2	3	7.1%	25	17	42	100.0%
12:00 AM	13	13	26	83.9%	3	0	3	9.7%	2	0	2	6.5%	18	13	31	100.0%
Total	2,012	1,977	3,989	84.7%	190	261	451	9.6%	137	135	272	5.8%	2,339	2,373	4,712	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*450*	*11.3%*	*5:00 PM*	*6:00 PM*	*392*	*9.8%*	*3,989*	*85%*
*Med-Trk	*8:00 AM*	*9:00 AM*	*40*	*8.9%*	*2:00 PM*	*3:00 PM*	*36*	*8.0%*	*451*	*10%*
*Hvy-Trk	*8:00 AM*	*9:00 AM*	*22*	*8.1%*	*2:00 PM*	*3:00 PM*	*28*	*10.3%*	*272*	*6%*
Total	*7:00 AM*	*8:00 AM*	*501*	*10.6%*	*5:00 PM*	*6:00 PM*	*439*	*9.3%*	*4,712*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.19
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 17 – SR377/Lee Street (Sumter County)



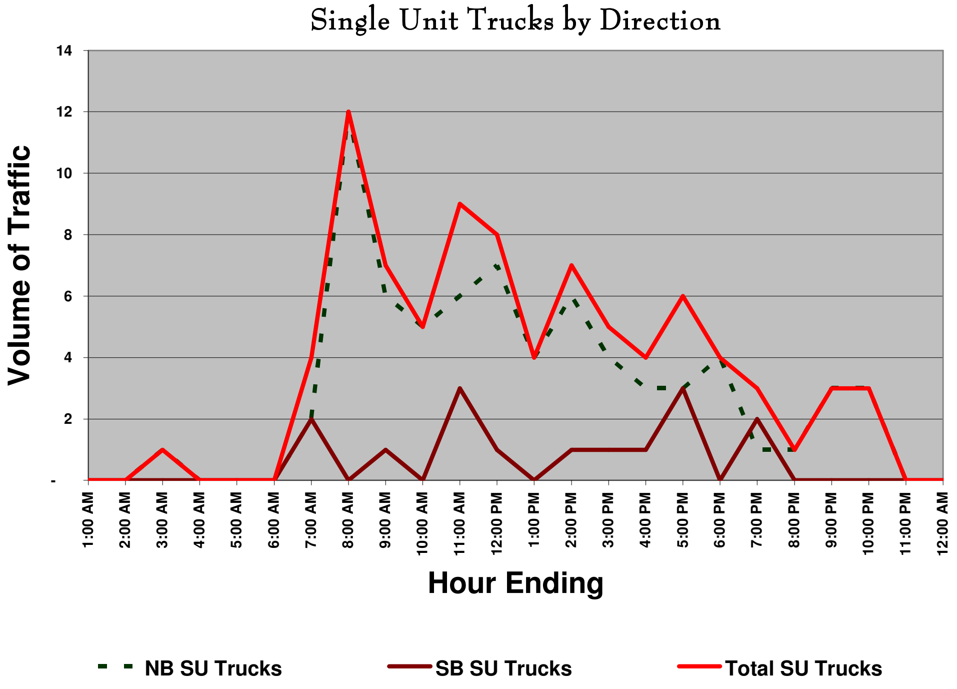
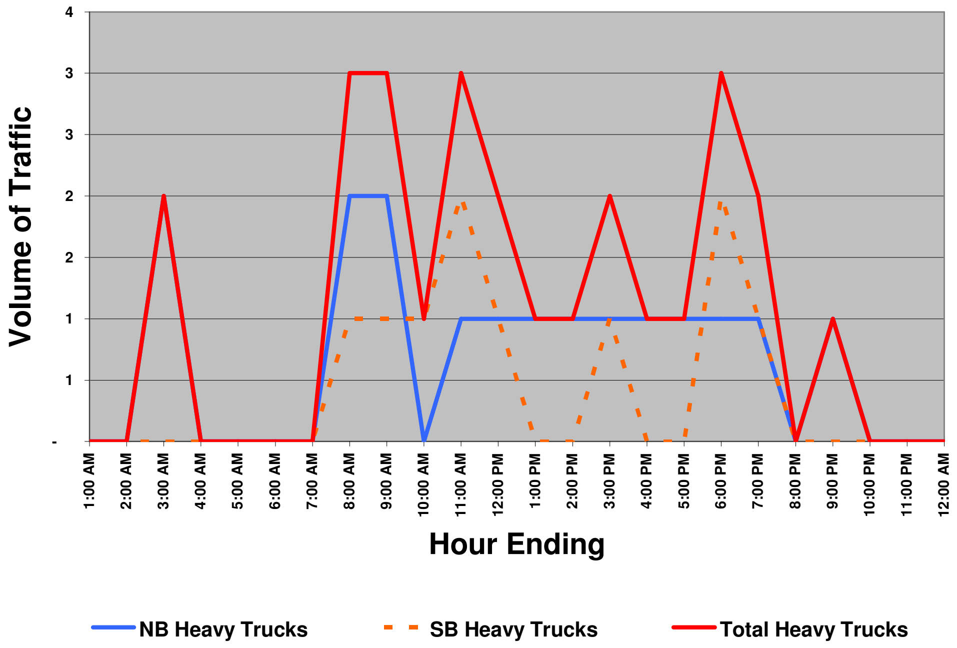


Figure 1.2.1.19 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 17 – SR377/Lee Street (Sumter County)

Heavy Trucks by Direction



Total Vehicles by Direction

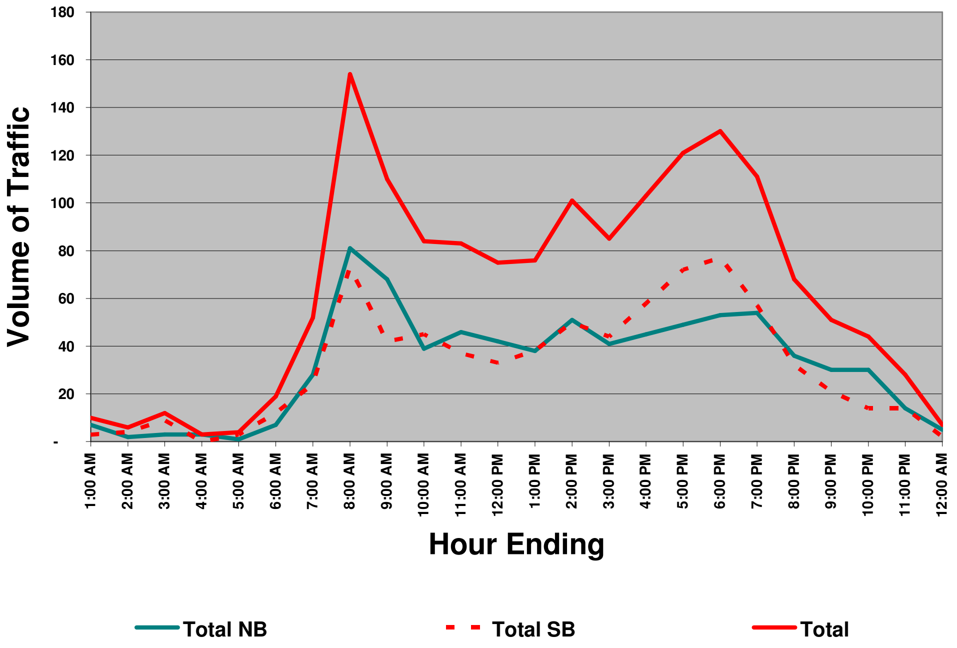
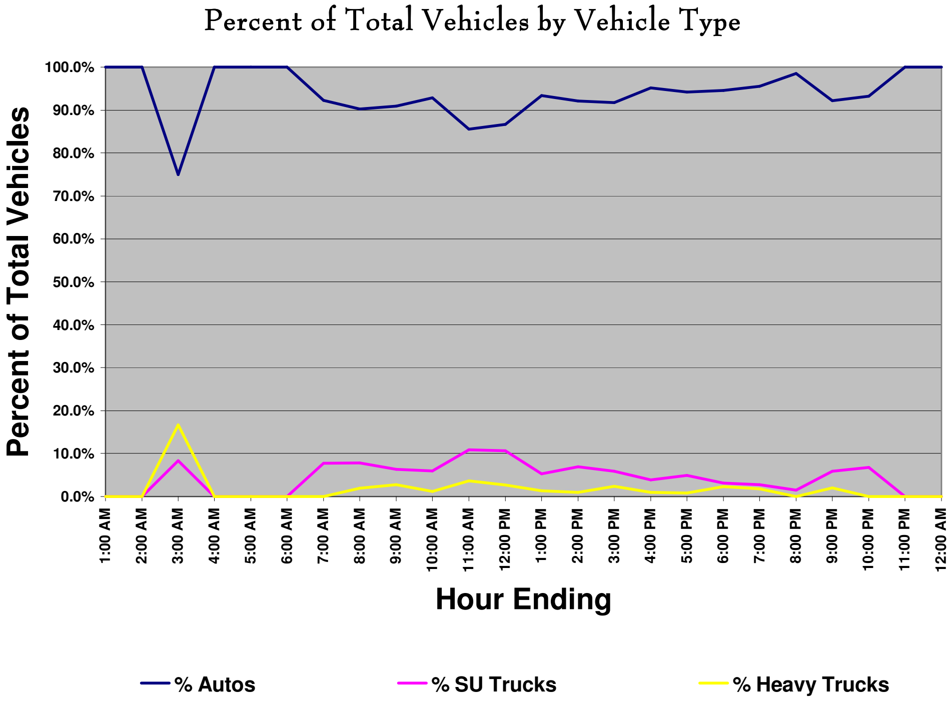


Figure 1.2.1.19 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 17 – SR377/Lee Street (Sumter County)


Percent of Total Vehicles by Vehicle Type

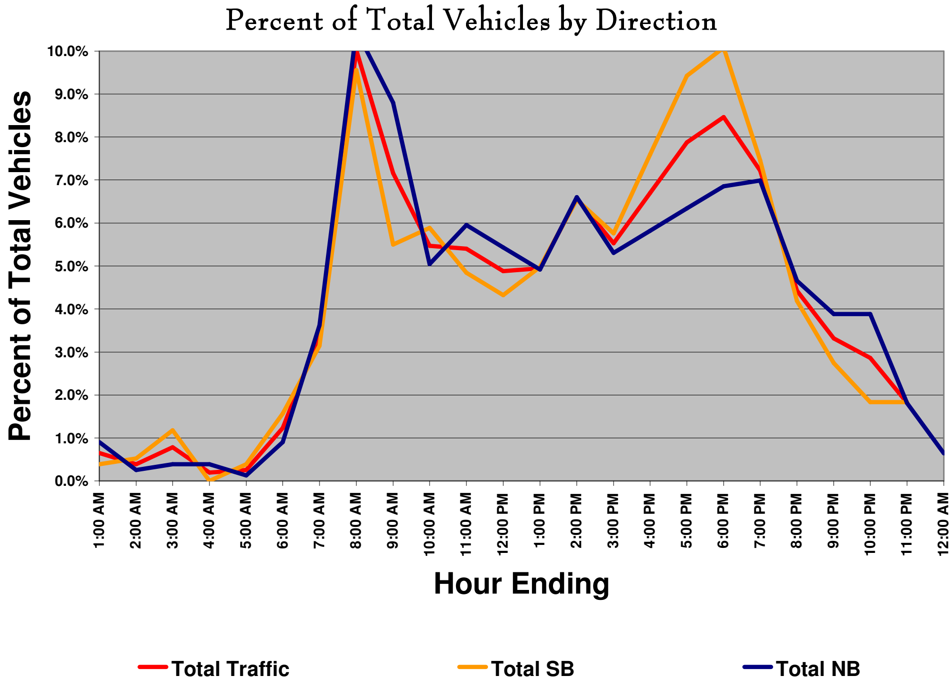

Percent of Total Vehicles by Direction

Table 1.2.1.21
Twenty-Four Vehicle Classification Count
Location 17 – SR377/Lee Street (Sumter County)

Location: **Between SR188 & Mask Rd, South of Americus**

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	7	3	10	100.0%	-	0	0	0.0%	-	0	0	0.0%	7	3	10	100.0%
2:00 AM	2	4	6	100.0%	-	0	0	0.0%	-	0	0	0.0%	2	4	6	100.0%
3:00 AM	-	9	9	75.0%	1	0	1	8.3%	2	0	2	16.7%	3	9	12	100.0%
4:00 AM	3	0	3	100.0%	-	0	0	0.0%	-	0	0	0.0%	3	0	3	100.0%
5:00 AM	1	3	4	100.0%	-	0	0	0.0%	-	0	0	0.0%	1	3	4	100.0%
6:00 AM	7	12	19	100.0%	-	0	0	0.0%	-	0	0	0.0%	7	12	19	100.0%
7:00 AM	26	22	48	92.3%	2	2	4	7.7%	-	0	0	0.0%	28	24	52	100.0%
8:00 AM	67	72	139	90.3%	12	0	12	7.8%	2	1	3	1.9%	81	73	154	100.0%
9:00 AM	60	40	100	90.9%	6	1	7	6.4%	2	1	3	2.7%	68	42	110	100.0%
10:00 AM	34	44	78	92.9%	5	0	5	6.0%	-	1	1	1.2%	39	45	84	100.0%
11:00 AM	39	32	71	85.5%	6	3	9	10.8%	1	2	3	3.6%	46	37	83	100.0%
12:00 PM	34	31	65	86.7%	7	1	8	10.7%	1	1	2	2.7%	42	33	75	100.0%
1:00 PM	33	38	71	93.4%	4	0	4	5.3%	1	0	1	1.3%	38	38	76	100.0%
2:00 PM	44	49	93	92.1%	6	1	7	6.9%	1	0	1	1.0%	51	50	101	100.0%
3:00 PM	36	42	78	91.8%	4	1	5	5.9%	1	1	2	2.4%	41	44	85	100.0%
4:00 PM	41	57	98	95.1%	3	1	4	3.9%	1	0	1	1.0%	45	58	103	100.0%
5:00 PM	45	69	114	94.2%	3	3	6	5.0%	1	0	1	0.8%	49	72	121	100.0%
6:00 PM	48	75	123	94.6%	4	0	4	3.1%	1	2	3	2.3%	53	77	130	100.0%
7:00 PM	52	54	106	95.5%	1	2	3	2.7%	1	1	2	1.8%	54	57	111	100.0%
8:00 PM	35	32	67	98.5%	1	0	1	1.5%	-	0	0	0.0%	36	32	68	100.0%
9:00 PM	26	21	47	92.2%	3	0	3	5.9%	1	0	1	2.0%	30	21	51	100.0%
10:00 PM	27	14	41	93.2%	3	0	3	6.8%	-	0	0	0.0%	30	14	44	100.0%
11:00 PM	14	14	28	100.0%	-	0	0	0.0%	-	0	0	0.0%	14	14	28	100.0%
12:00 AM	5	2	7	100.0%	-	0	0	0.0%	-	0	0	0.0%	5	2	7	100.0%
Total	686	739	1,425	92.7%	71	15	86	5.6%	16	10	26	1.7%	773	764	1,537	100.0%

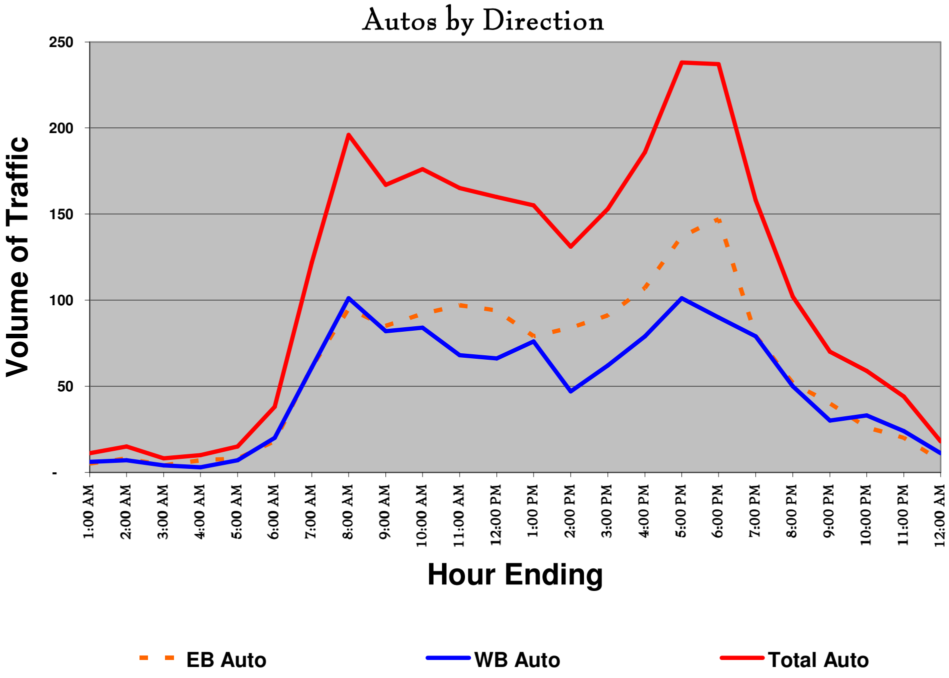
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
***Auto**	*7:00 AM*	*8:00 AM*	*139*	*9.8%*	*5:00 PM*	*6:00 PM*	*123*	*8.6%*	*1,425*	*93%*
***Med-Trk**	*7:00 AM*	*8:00 AM*	*12*	*14.0%*	*1:00 PM*	*2:00 PM*	*7*	*8.1%*	*86*	*6%*
***Hvy-Trk**	*7:00 AM*	*8:00 AM*	*3*	*11.5%*	*5:00 PM*	*6:00 PM*	*3*	*11.5%*	*26*	*2%*
Total	*7:00 AM*	*8:00 AM*	*154*	*10.0%*	*5:00 PM*	*6:00 PM*	*130*	*8.5%*	*1,537*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.20
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 18 – US280/SR30 (Sumter County)



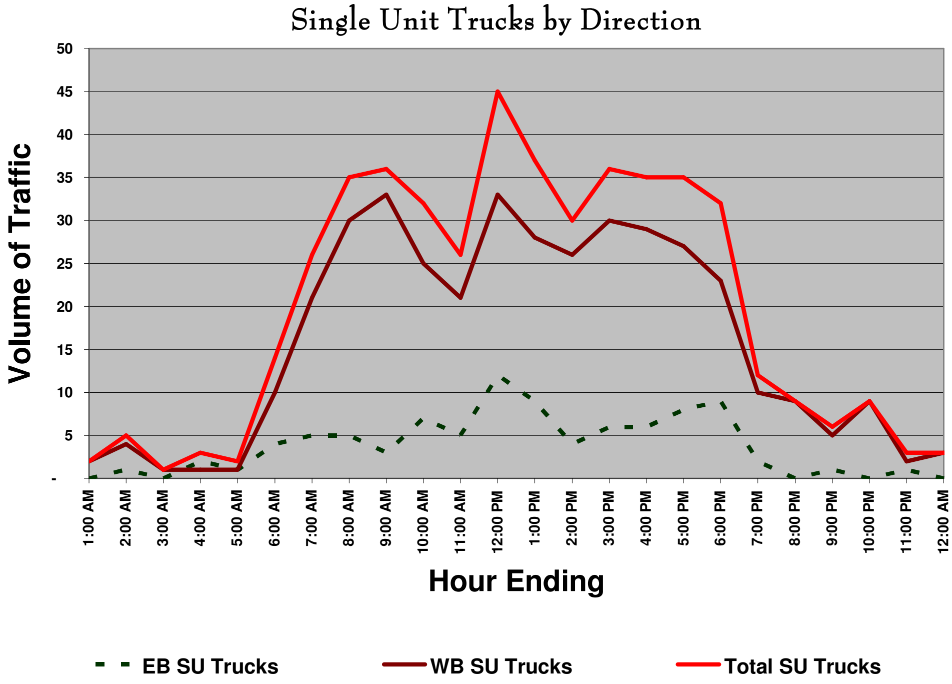
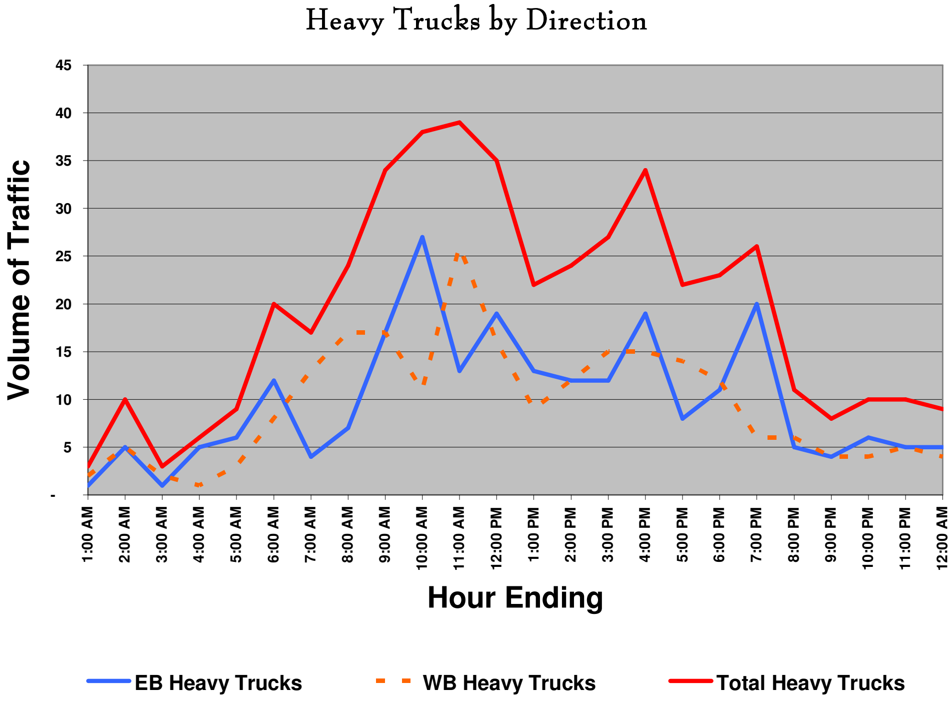


Figure 1.2.1.20 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 18 – US280/SR30 (Sumter County)



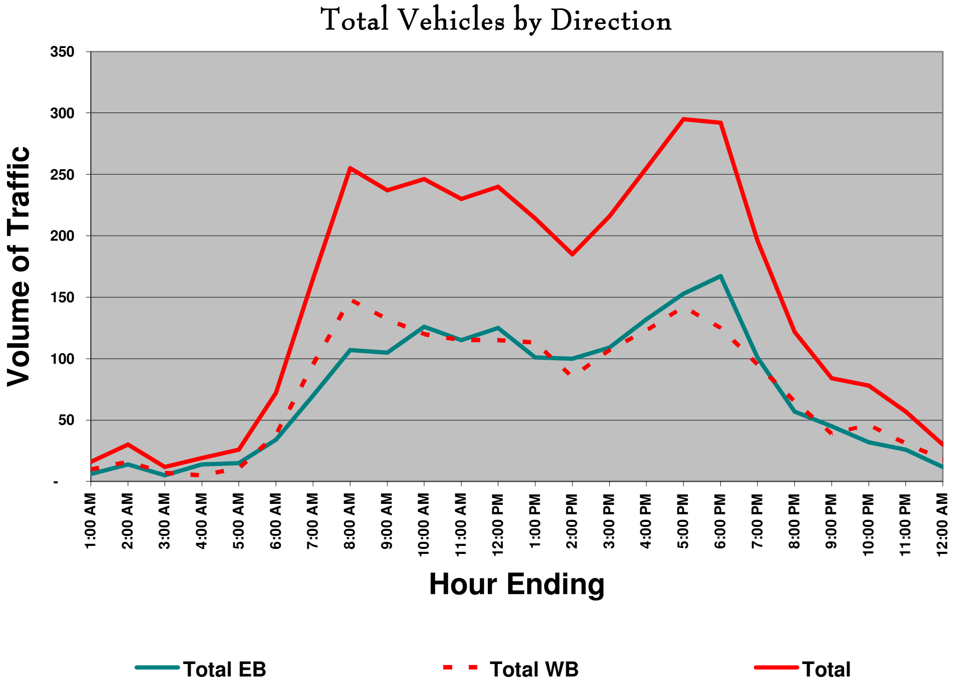
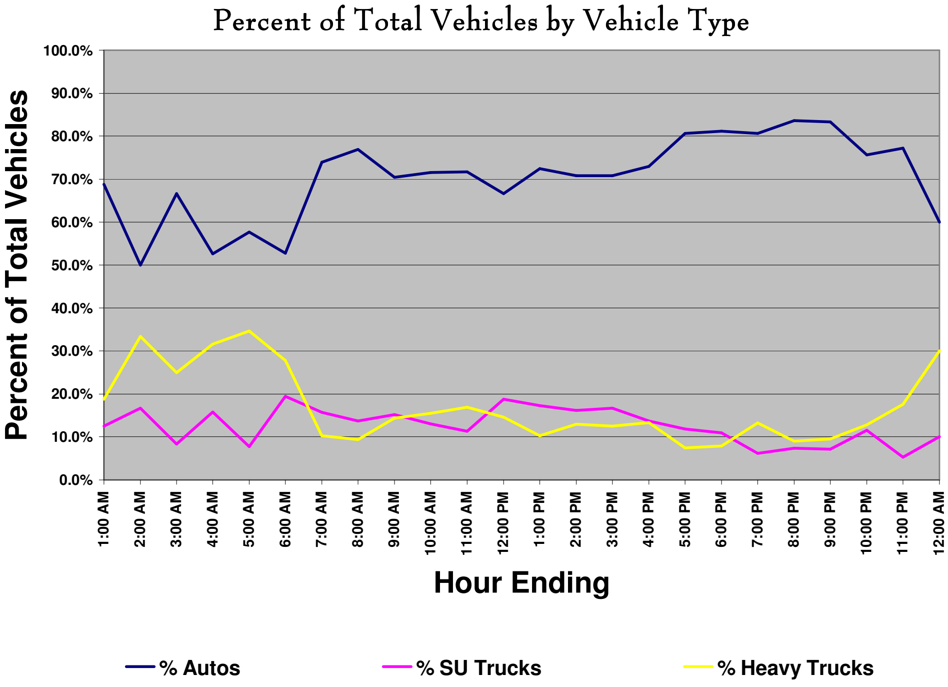


Figure 1.2.1.20 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 18 – US280/SR30 (Sumter County)


Percent of Total Vehicles by Vehicle Type

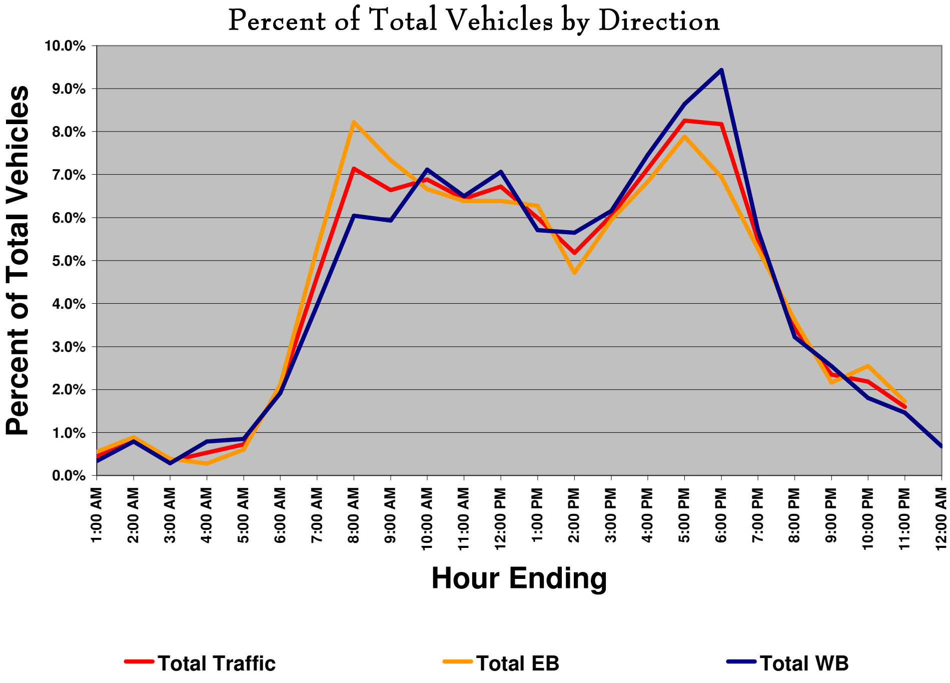

Percent of Total Vehicles by Direction

Table 1.2.1.22
Twenty-Four Vehicle Classification Count
Location 18 – US280/SR30 (Sumter County)

Location: **Between Lamar Rd & Pryor Rd**

Hour Ending	Motorcycles, Autos, Pickups NB	SB	Total	Percent	Buses and Single Unit Trucks NB	SB	Total	Percent	Combination Trucks NB	SB	Total	Percent	Total NB	SB	Total	Percent
1:00 AM	5	6	11	68.8%	-	2	2	12.5%	1	2	3	18.8%	6	10	16	100.0%
2:00 AM	8	7	15	50.0%	1	4	5	16.7%	5	5	10	33.3%	14	16	30	100.0%
3:00 AM	4	4	8	66.7%	-	1	1	8.3%	1	2	3	25.0%	5	7	12	100.0%
4:00 AM	7	3	10	52.6%	2	1	3	15.8%	5	1	6	31.6%	14	5	19	100.0%
5:00 AM	8	7	15	57.7%	1	1	2	7.7%	6	3	9	34.6%	15	11	26	100.0%
6:00 AM	18	20	38	52.8%	4	10	14	19.4%	12	8	20	27.8%	34	38	72	100.0%
7:00 AM	61	61	122	73.9%	5	21	26	15.8%	4	13	17	10.3%	70	95	165	100.0%
8:00 AM	95	101	196	76.9%	5	30	35	13.7%	7	17	24	9.4%	107	148	255	100.0%
9:00 AM	85	82	167	70.5%	3	33	36	15.2%	17	17	34	14.3%	105	132	237	100.0%
10:00 AM	92	84	176	71.5%	7	25	32	13.0%	27	11	38	15.4%	126	120	246	100.0%
11:00 AM	97	68	165	71.7%	5	21	26	11.3%	13	26	39	17.0%	115	115	230	100.0%
12:00 PM	94	66	160	66.7%	12	33	45	18.8%	19	16	35	14.6%	125	115	240	100.0%
1:00 PM	79	76	155	72.4%	9	28	37	17.3%	13	9	22	10.3%	101	113	214	100.0%
2:00 PM	84	47	131	70.8%	4	26	30	16.2%	12	12	24	13.0%	100	85	185	100.0%
3:00 PM	91	62	153	70.8%	6	30	36	16.7%	12	15	27	12.5%	109	107	216	100.0%
4:00 PM	107	79	186	72.9%	6	29	35	13.7%	19	15	34	13.3%	132	123	255	100.0%
5:00 PM	137	101	238	80.7%	8	27	35	11.9%	8	14	22	7.5%	153	142	295	100.0%
6:00 PM	147	90	237	81.2%	9	23	32	11.0%	11	12	23	7.9%	167	125	292	100.0%
7:00 PM	79	79	158	80.6%	2	10	12	6.1%	20	6	26	13.3%	101	95	196	100.0%
8:00 PM	52	50	102	83.6%	-	9	9	7.4%	5	6	11	9.0%	57	65	122	100.0%
9:00 PM	40	30	70	83.3%	1	5	6	7.1%	4	4	8	9.5%	45	39	84	100.0%
10:00 PM	26	33	59	75.6%	-	9	9	11.5%	6	4	10	12.8%	32	46	78	100.0%
11:00 PM	20	24	44	77.2%	1	2	3	5.3%	5	5	10	17.5%	26	31	57	100.0%
12:00 AM	7	11	18	60.0%	-	3	3	10.0%	5	4	9	30.0%	12	18	30	100.0%
Total	1,443	1,191	2,634	73.7%	91	383	474	13.3%	237	227	464	13.0%	1,771	1,801	3,572	100.0%

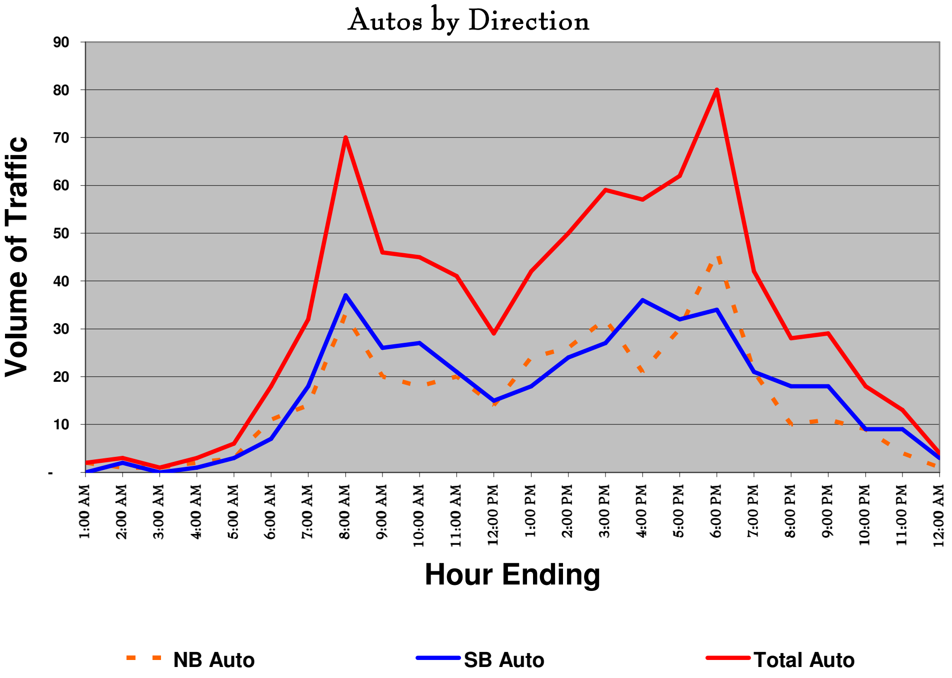
Veh. Type	AM Peak From	To	Volume	% of 24-hr	PM Peak From	To	Volume	% of 24-hr	24-Hr Vehicle Mix 24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*196*	*7.4%*	*4:00 PM*	*5:00 PM*	*238*	*9.0%*	*2,634*	*74%*
*Med-Trk	*11:00 AM*	*12:00 PM*	*45*	*9.5%*	*12:00 PM*	*1:00 PM*	*37*	*7.8%*	*474*	*13%*
*Hvy-Trk	*10:00 AM*	*11:00 AM*	*39*	*8.4%*	*3:00 PM*	*4:00 PM*	*34*	*7.3%*	*464*	*13%*
Total	*7:00 AM*	*8:00 AM*	*255*	*7.1%*	*4:00 PM*	*5:00 PM*	*295*	*8.3%*	*3,572*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.21
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 19 – SR21/Leesburg Highway (Terrell County)



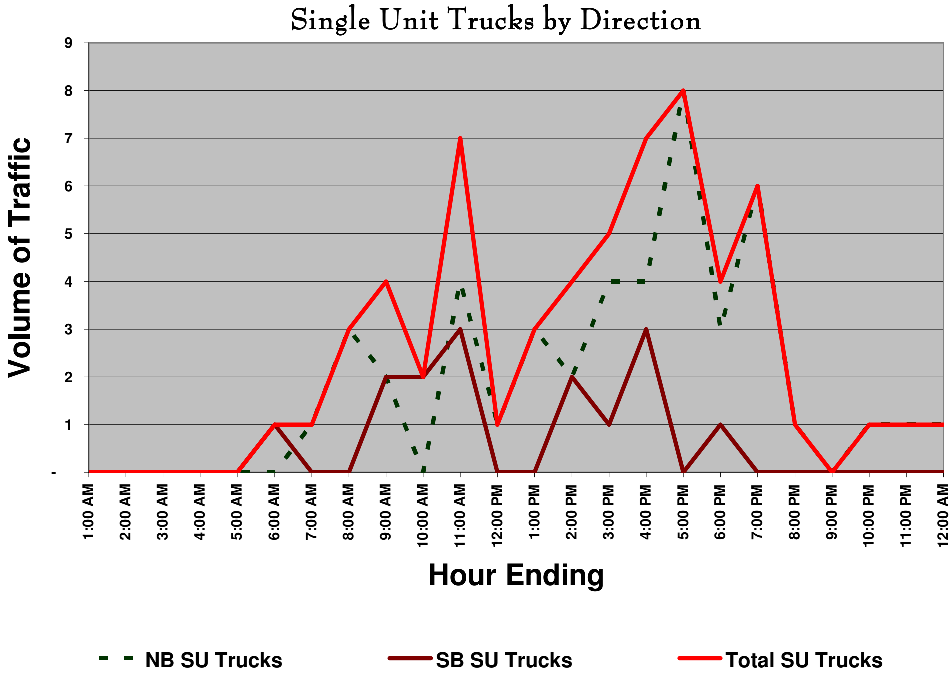
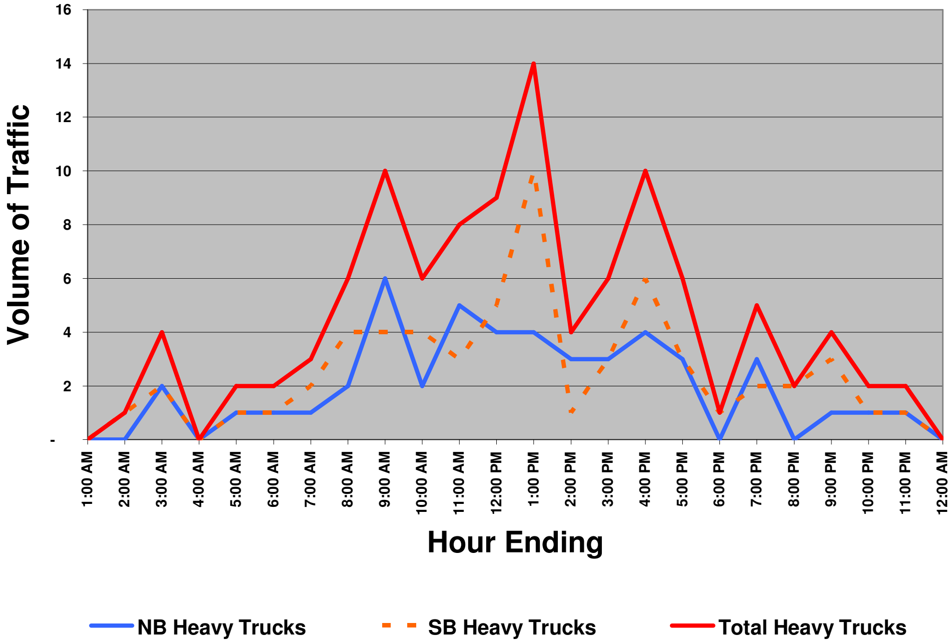


Figure 1.2.1.21 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 19 – SR21/Leesburg Highway (Terrell County)

Heavy Trucks by Direction



Total Vehicles by Direction

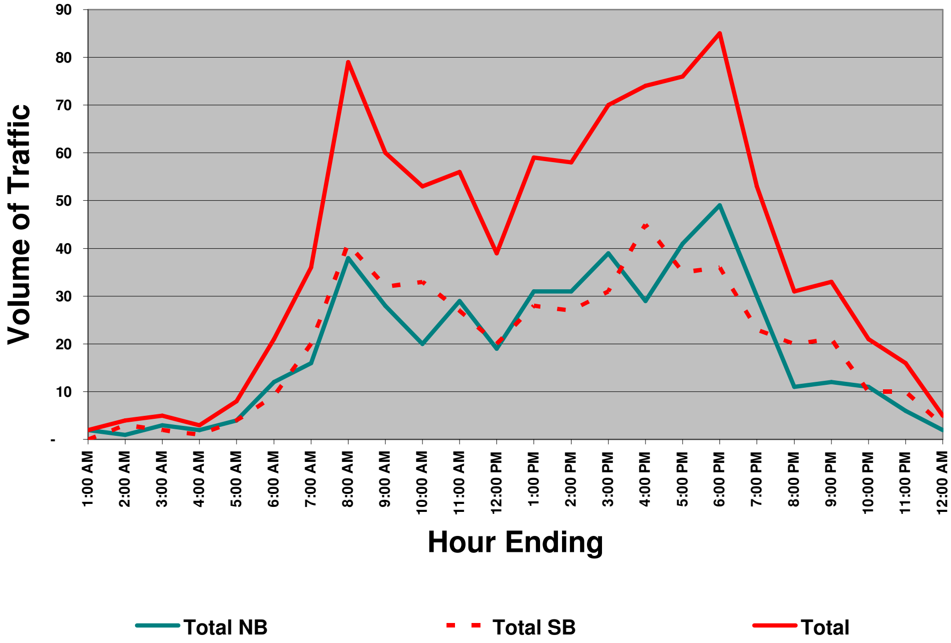
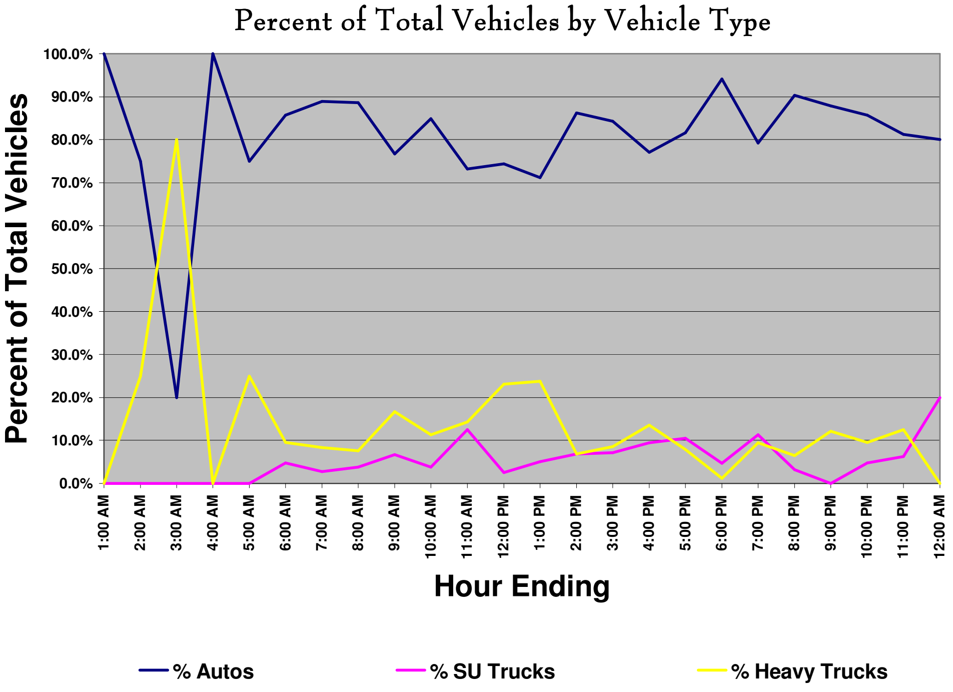


Figure 1.2.1.21 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 19 – SR21/Leesburg Highway (Terrell County)



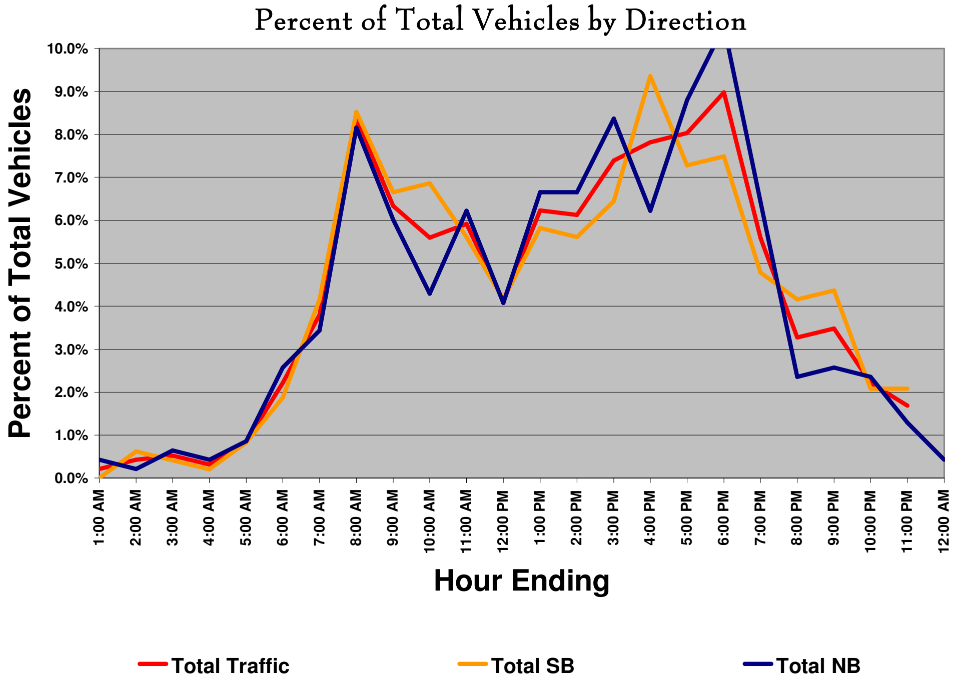


Table 1.2.1.23
Twenty-Four Vehicle Classification Count
Location 19 – SR21/Leesburg Highway (Terrell County)

Location: **Between CR166/Callis Road & Palmyra Road**

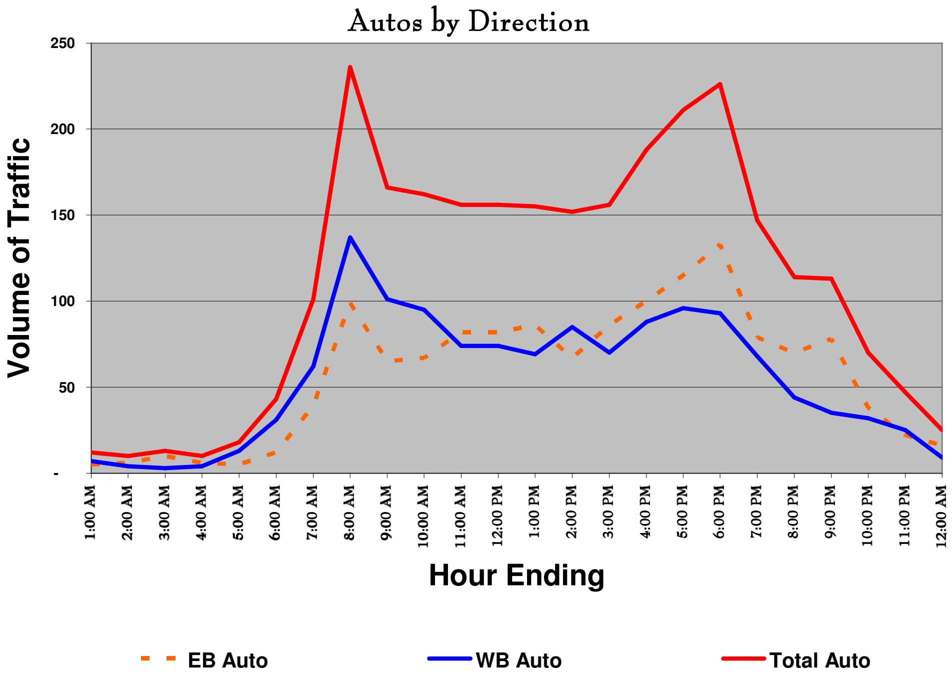
Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	2	0	2	100.0%	-	0	0	0.0%	-	0	0	0.0%	2	0	2	100.0%
2:00 AM	1	2	3	75.0%	-	0	0	0.0%	-	1	1	25.0%	1	3	4	100.0%
3:00 AM	1	0	1	20.0%	-	0	0	0.0%	2	2	4	80.0%	3	2	5	100.0%
4:00 AM	2	1	3	100.0%	-	0	0	0.0%	-	0	0	0.0%	2	1	3	100.0%
5:00 AM	3	3	6	75.0%	-	0	0	0.0%	1	1	2	25.0%	4	4	8	100.0%
6:00 AM	11	7	18	85.7%	-	1	1	4.8%	1	1	2	9.5%	12	9	21	100.0%
7:00 AM	14	18	32	88.9%	1	0	1	2.8%	1	2	3	8.3%	16	20	36	100.0%
8:00 AM	33	37	70	88.6%	3	0	3	3.8%	2	4	6	7.6%	38	41	79	100.0%
9:00 AM	20	26	46	76.7%	2	2	4	6.7%	6	4	10	16.7%	28	32	60	100.0%
10:00 AM	18	27	45	84.9%	-	2	2	3.8%	2	4	6	11.3%	20	33	53	100.0%
11:00 AM	20	21	41	73.2%	4	3	7	12.5%	5	3	8	14.3%	29	27	56	100.0%
12:00 PM	14	15	29	74.4%	1	0	1	2.6%	4	5	9	23.1%	19	20	39	100.0%
1:00 PM	24	18	42	71.2%	3	0	3	5.1%	4	10	14	23.7%	31	28	59	100.0%
2:00 PM	26	24	50	86.2%	2	2	4	6.9%	3	1	4	6.9%	31	27	58	100.0%
3:00 PM	32	27	59	84.3%	4	1	5	7.1%	3	3	6	8.6%	39	31	70	100.0%
4:00 PM	21	36	57	77.0%	4	3	7	9.5%	4	6	10	13.5%	29	45	74	100.0%
5:00 PM	30	32	62	81.6%	8	0	8	10.5%	3	3	6	7.9%	41	35	76	100.0%
6:00 PM	46	34	80	94.1%	3	1	4	4.7%	-	1	1	1.2%	49	36	85	100.0%
7:00 PM	21	21	42	79.2%	6	0	6	11.3%	3	2	5	9.4%	30	23	53	100.0%
8:00 PM	10	18	28	90.3%	1	0	1	3.2%	-	2	2	6.5%	11	20	31	100.0%
9:00 PM	11	18	29	87.9%	-	0	0	0.0%	1	3	4	12.1%	12	21	33	100.0%
10:00 PM	9	9	18	85.7%	1	0	1	4.8%	1	1	2	9.5%	11	10	21	100.0%
11:00 PM	4	9	13	81.3%	1	0	1	6.3%	1	1	2	12.5%	6	10	16	100.0%
12:00 AM	1	3	4	80.0%	1	0	1	20.0%	-	0	0	0.0%	2	3	5	100.0%
Total	374	406	780	82.4%	45	15	60	6.3%	47	60	107	11.3%	466	481	947	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*70*	*9.0%*	*5:00 PM*	*6:00 PM*	*80*	*10.3%*	*780*	*82%*
*Med-Trk	*10:00 AM*	*11:00 AM*	*7*	*11.7%*	*4:00 PM*	*5:00 PM*	*8*	*13.3%*	*60*	*6%*
*Hvy-Trk	*8:00 AM*	*9:00 AM*	*10*	*9.3%*	*12:00 PM*	*1:00 PM*	*14*	*13.1%*	*107*	*11%*
Total	*7:00 AM*	*8:00 AM*	*79*	*8.3%*	*5:00 PM*	*6:00 PM*	*85*	*9.0%*	*947*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Wednesday*
Date of Count:	*5/14/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/9/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.22
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 20 – US82/Jefferson Memorial Highway (Terrell County)



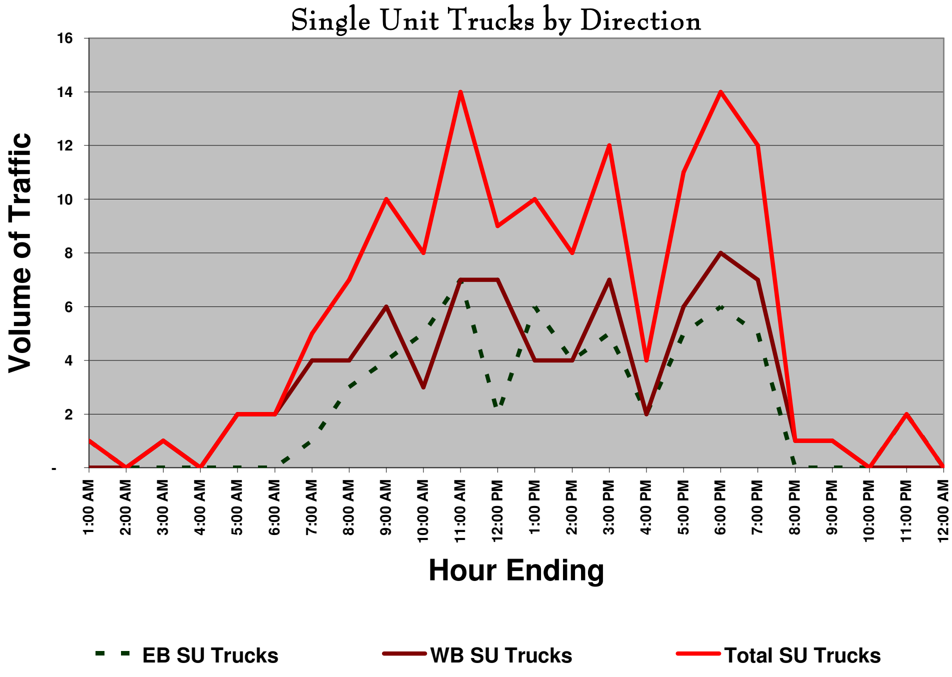
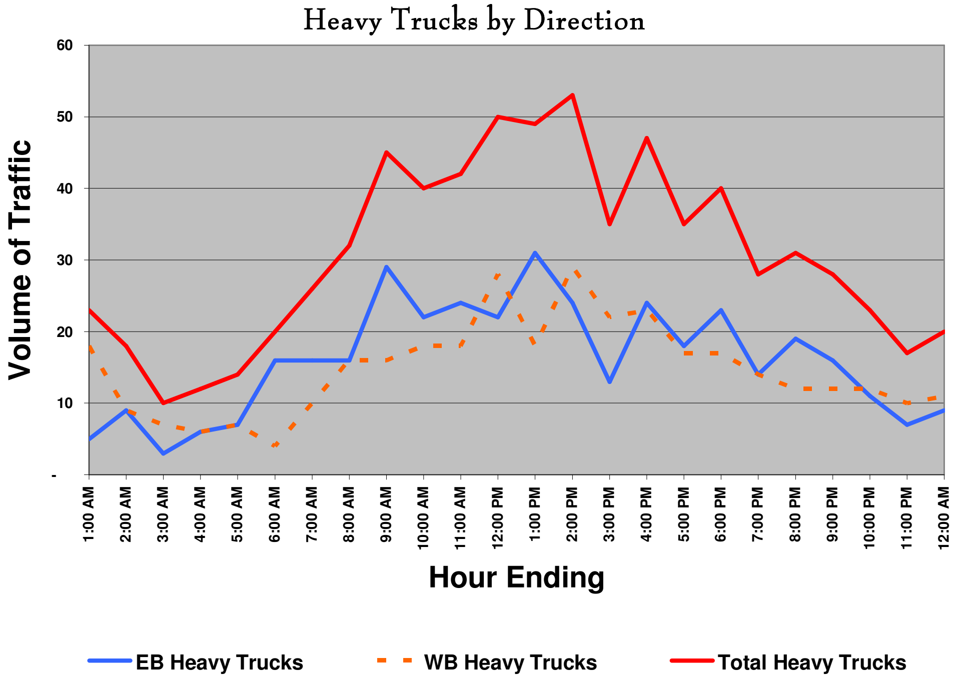


Figure 1.2.1.22 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 20 – US82/Jefferson Memorial Highway (Terrell County)



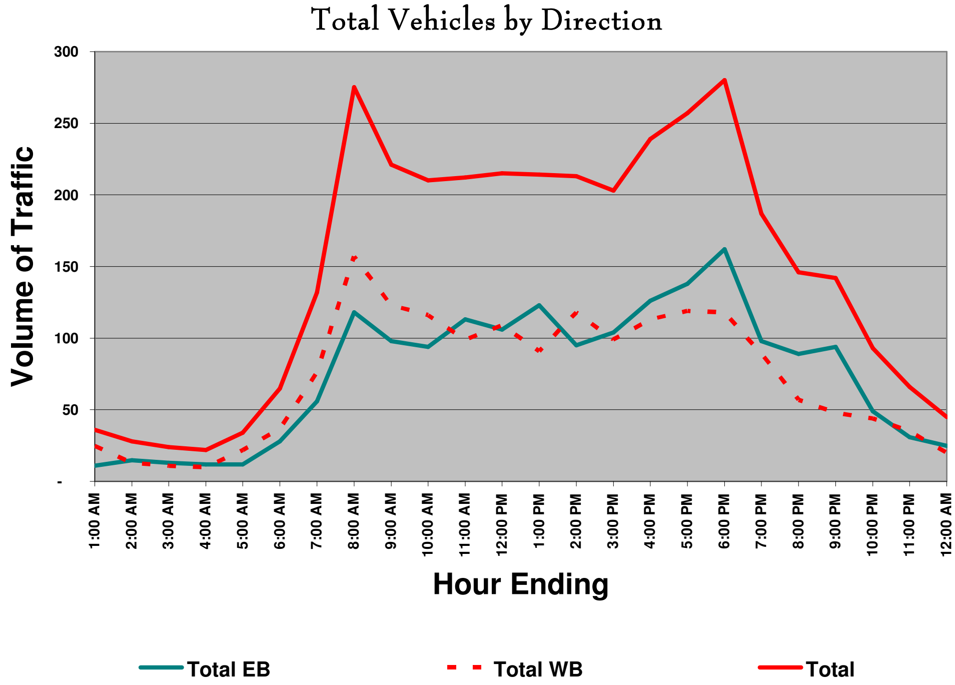
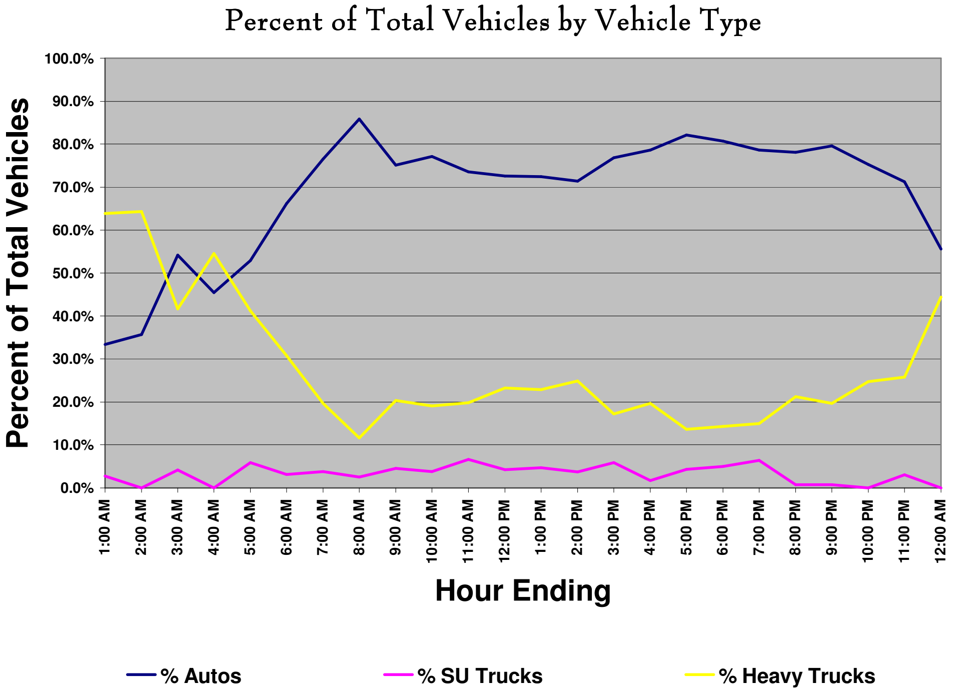


Figure 1.2.1.22 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 20 – US82/Jefferson Memorial Highway (Terrell County)



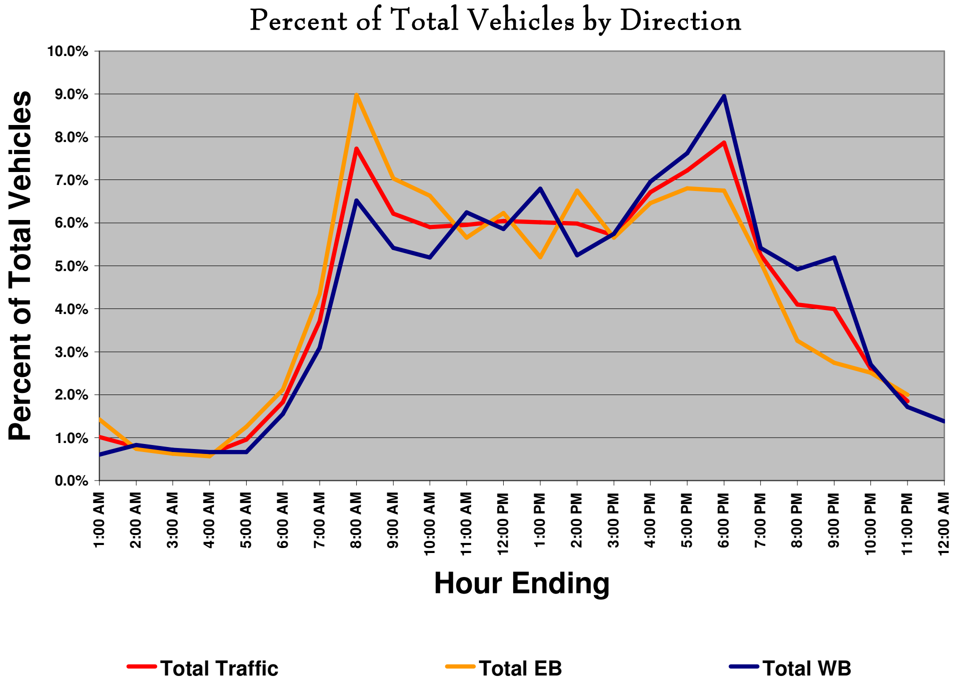


Table 1.2.1.24
Twenty-Four Vehicle Classification Count
Location 20 – US82/Jefferson Memorial Highway (Terrell County)

Location: **Between SR45/Doverle Highway, west of Dawson & SR 41, east of Shellman**

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	5	7	12	33.3%	1	0	1	2.8%	5	18	23	63.9%	11	25	36	100.0%
2:00 AM	6	4	10	35.7%	-	0	0	0.0%	9	9	18	64.3%	15	13	28	100.0%
3:00 AM	10	3	13	54.2%	-	1	1	4.2%	3	7	10	41.7%	13	11	24	100.0%
4:00 AM	6	4	10	45.5%	-	0	0	0.0%	6	6	12	54.5%	12	10	22	100.0%
5:00 AM	5	13	18	52.9%	-	2	2	5.9%	7	7	14	41.2%	12	22	34	100.0%
6:00 AM	12	31	43	66.2%	-	2	2	3.1%	16	4	20	30.8%	28	37	65	100.0%
7:00 AM	39	62	101	76.5%	1	4	5	3.8%	16	10	26	19.7%	56	76	132	100.0%
8:00 AM	99	137	236	85.8%	3	4	7	2.5%	16	16	32	11.6%	118	157	275	100.0%
9:00 AM	65	101	166	75.1%	4	6	10	4.5%	29	16	45	20.4%	98	123	221	100.0%
10:00 AM	67	95	162	77.1%	5	3	8	3.8%	22	18	40	19.0%	94	116	210	100.0%
11:00 AM	82	74	156	73.6%	7	7	14	6.6%	24	18	42	19.8%	113	99	212	100.0%
12:00 PM	82	74	156	72.6%	2	7	9	4.2%	22	28	50	23.3%	106	109	215	100.0%
1:00 PM	86	69	155	72.4%	6	4	10	4.7%	31	18	49	22.9%	123	91	214	100.0%
2:00 PM	67	85	152	71.4%	4	4	8	3.8%	24	29	53	24.9%	95	118	213	100.0%
3:00 PM	86	70	156	76.8%	5	7	12	5.9%	13	22	35	17.2%	104	99	203	100.0%
4:00 PM	100	88	188	78.7%	2	2	4	1.7%	24	23	47	19.7%	126	113	239	100.0%
5:00 PM	115	96	211	82.1%	5	6	11	4.3%	18	17	35	13.6%	138	119	257	100.0%
6:00 PM	133	93	226	80.7%	6	8	14	5.0%	23	17	40	14.3%	162	118	280	100.0%
7:00 PM	79	68	147	78.6%	5	7	12	6.4%	14	14	28	15.0%	98	89	187	100.0%
8:00 PM	70	44	114	78.1%	-	1	1	0.7%	19	12	31	21.2%	89	57	146	100.0%
9:00 PM	78	35	113	79.6%	-	1	1	0.7%	16	12	28	19.7%	94	48	142	100.0%
10:00 PM	38	32	70	75.3%	-	0	0	0.0%	11	12	23	24.7%	49	44	93	100.0%
11:00 PM	22	25	47	71.2%	2	0	2	3.0%	7	10	17	25.8%	31	35	66	100.0%
12:00 AM	16	9	25	55.6%	-	0	0	0.0%	9	11	20	44.4%	25	20	45	100.0%
Total	1,368	1,319	2,687	75.5%	58	76	134	3.8%	384	354	738	20.7%	1,810	1,749	3,559	100.0%

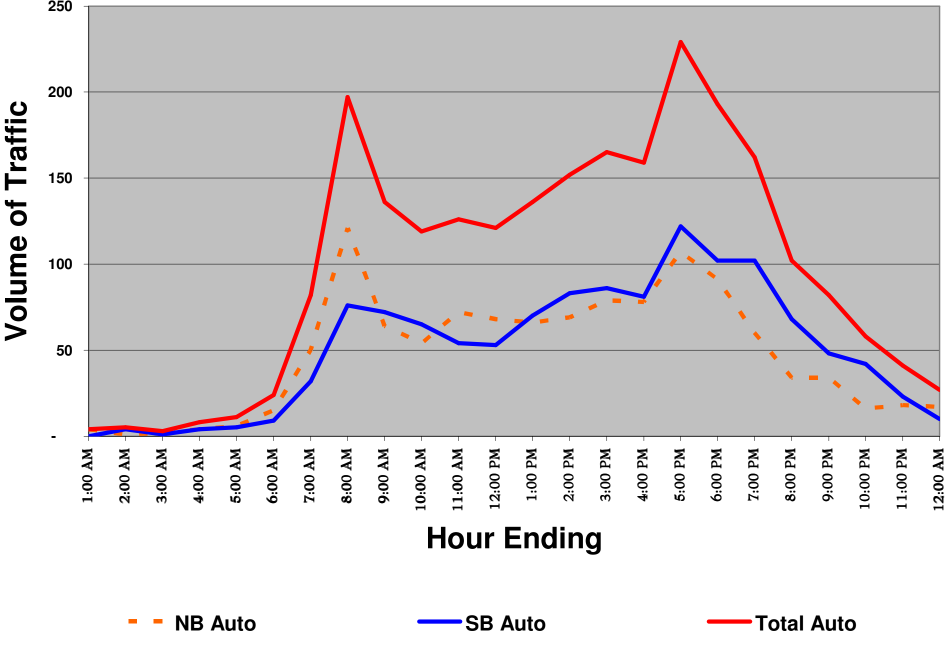
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	7:00 AM	8:00 AM	236	8.8%	5:00 PM	6:00 PM	226	8.4%	2,687	75%
*Med-Trk	10:00 AM	11:00 AM	14	10.4%	5:00 PM	6:00 PM	14	10.4%	134	4%
*Hvy-Trk	11:00 AM	12:00 PM	50	6.8%	1:00 PM	2:00 PM	53	7.2%	738	21%
Total	7:00 AM	8:00 AM	275	7.7%	5:00 PM	6:00 PM	280	7.9%	3,559	100%

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.23
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 21 – US19/Georgia Florida Parkway (Thomas County)

Autos by Direction



Single Unit Trucks by Direction

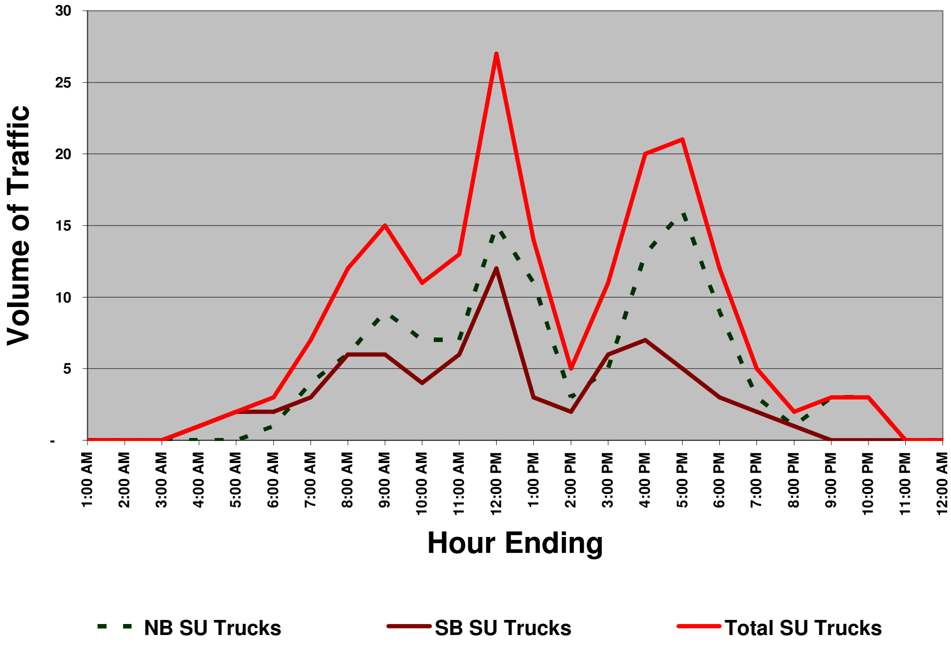
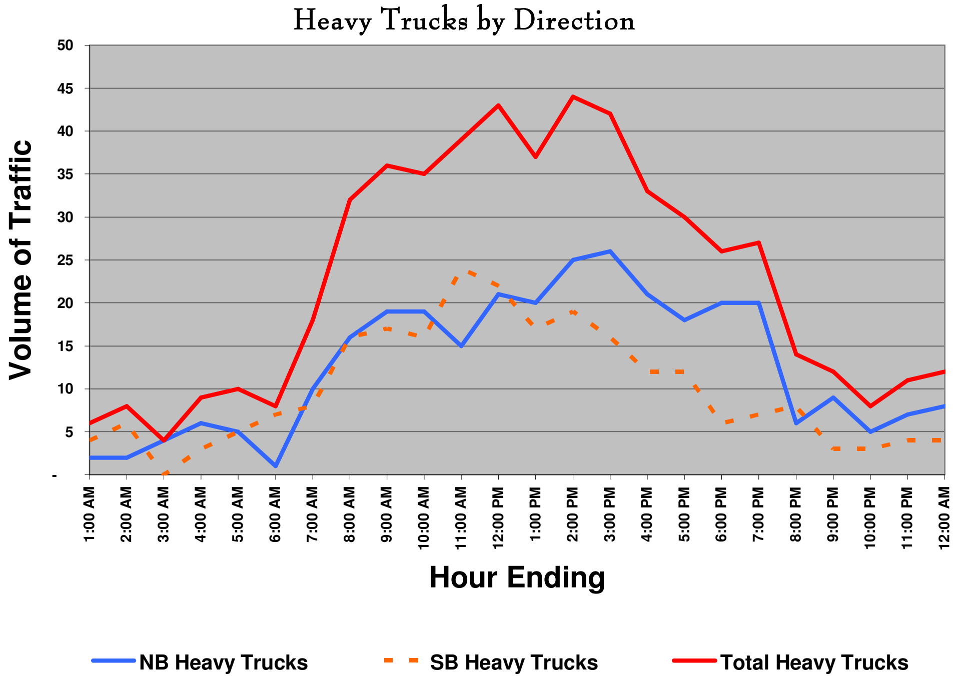


Figure 1.2.1.23 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 21 – US19/Georgia Florida Parkway (Thomas County)



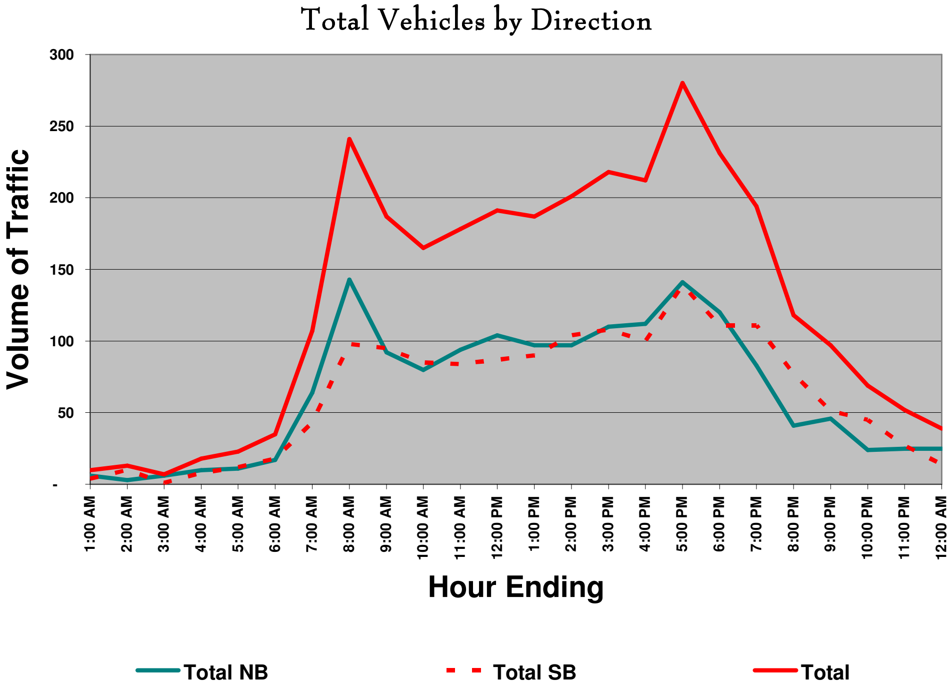
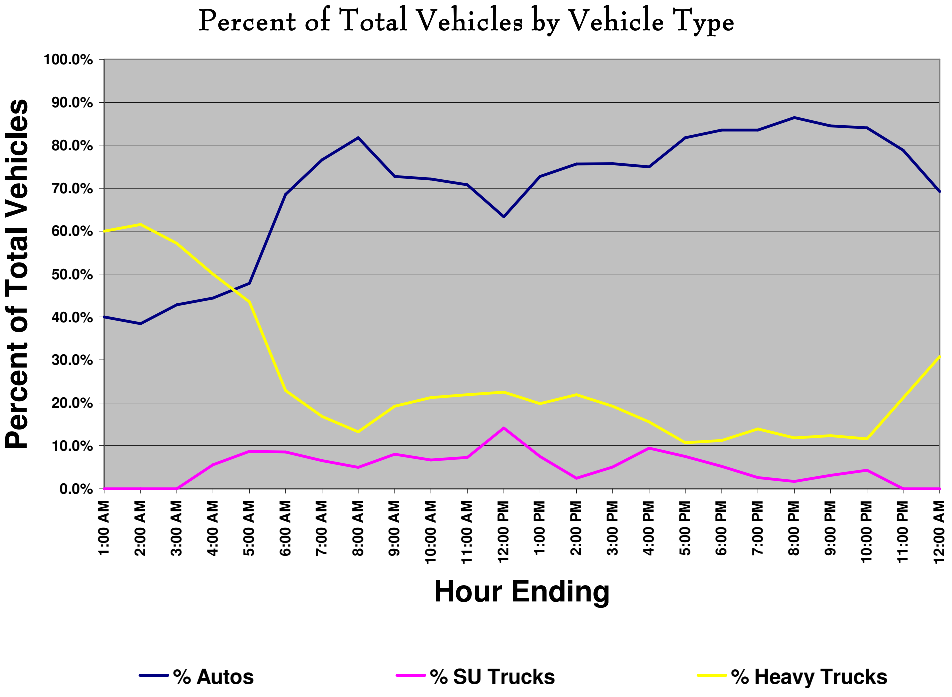


Figure 1.2.1.23 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 21 – US19/Georgia Florida Parkway (Thomas County)



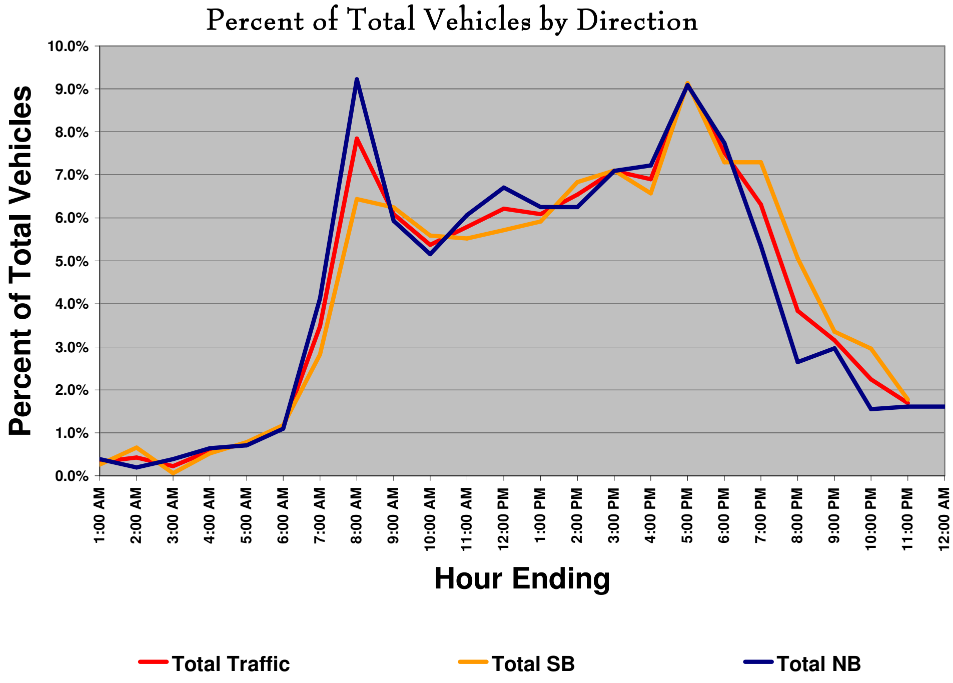


Table 1.2.1.25
Twenty-Four Vehicle Classification Count
Location 21 – US19/Georgia Florida Parkway (Thomas County)

Location: **South of Thomasville & north of GA/FL State Line**

Hour	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
Ending	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	4	0	4	40.0%	-	0	0	0.0%	2	4	6	60.0%	6	4	10	100.0%
2:00 AM	1	4	5	38.5%	-	0	0	0.0%	2	6	8	61.5%	3	10	13	100.0%
3:00 AM	2	1	3	42.9%	-	0	0	0.0%	4	0	4	57.1%	6	1	7	100.0%
4:00 AM	4	4	8	44.4%	-	1	1	5.6%	6	3	9	50.0%	10	8	18	100.0%
5:00 AM	6	5	11	47.8%	-	2	2	8.7%	5	5	10	43.5%	11	12	23	100.0%
6:00 AM	15	9	24	68.6%	1	2	3	8.6%	1	7	8	22.9%	17	18	35	100.0%
7:00 AM	50	32	82	76.6%	4	3	7	6.5%	10	8	18	16.8%	64	43	107	100.0%
8:00 AM	121	76	197	81.7%	6	6	12	5.0%	16	16	32	13.3%	143	98	241	100.0%
9:00 AM	64	72	136	72.7%	9	6	15	8.0%	19	17	36	19.3%	92	95	187	100.0%
10:00 AM	54	65	119	72.1%	7	4	11	6.7%	19	16	35	21.2%	80	85	165	100.0%
11:00 AM	72	54	126	70.8%	7	6	13	7.3%	15	24	39	21.9%	94	84	178	100.0%
12:00 PM	68	53	121	63.4%	15	12	27	14.1%	21	22	43	22.5%	104	87	191	100.0%
1:00 PM	66	70	136	72.7%	11	3	14	7.5%	20	17	37	19.8%	97	90	187	100.0%
2:00 PM	69	83	152	75.6%	3	2	5	2.5%	25	19	44	21.9%	97	104	201	100.0%
3:00 PM	79	86	165	75.7%	5	6	11	5.0%	26	16	42	19.3%	110	108	218	100.0%
4:00 PM	78	81	159	75.0%	13	7	20	9.4%	21	12	33	15.6%	112	100	212	100.0%
5:00 PM	107	122	229	81.8%	16	5	21	7.5%	18	12	30	10.7%	141	139	280	100.0%
6:00 PM	91	102	193	83.5%	9	3	12	5.2%	20	6	26	11.3%	120	111	231	100.0%
7:00 PM	60	102	162	83.5%	3	2	5	2.6%	20	7	27	13.9%	83	111	194	100.0%
8:00 PM	34	68	102	86.4%	1	1	2	1.7%	6	8	14	11.9%	41	77	118	100.0%
9:00 PM	34	48	82	84.5%	3	0	3	3.1%	9	3	12	12.4%	46	51	97	100.0%
10:00 PM	16	42	58	84.1%	3	0	3	4.3%	5	3	8	11.6%	24	45	69	100.0%
11:00 PM	18	23	41	78.8%	-	0	0	0.0%	7	4	11	21.2%	25	27	52	100.0%
12:00 AM	17	10	27	69.2%	-	0	0	0.0%	8	4	12	30.8%	25	14	39	100.0%
Total	1,130	1,212	2,342	76.2%	116	71	187	6.1%	305	239	544	17.7%	1,551	1,522	3,073	100.0%

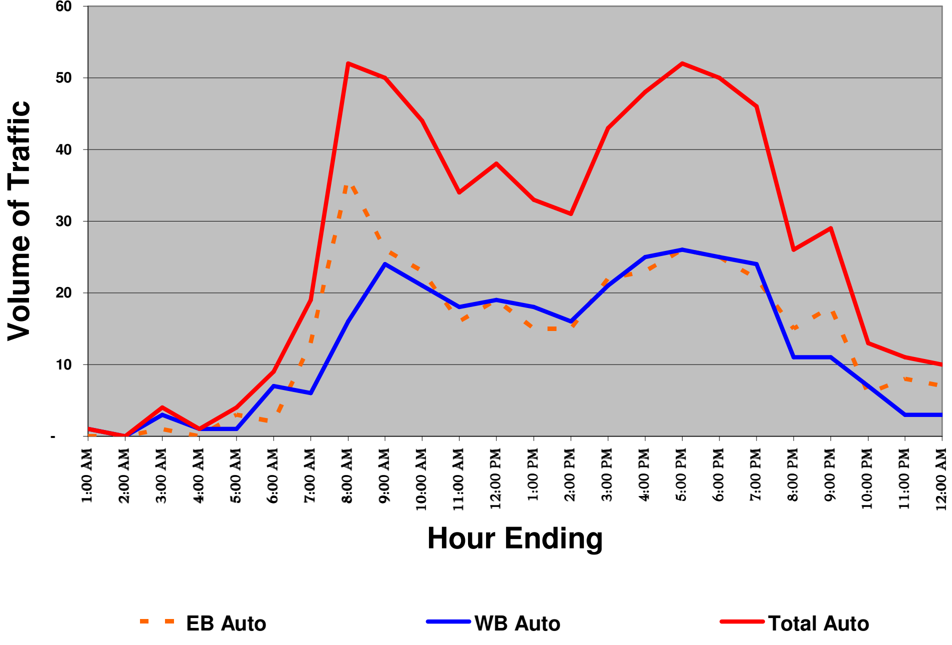
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
***Auto**	*7:00 AM*	*8:00 AM*	*197*	*8.4%*	*4:00 PM*	*5:00 PM*	*229*	*9.8%*	*2,342*	*76%*
***Med-Trk**	*11:00 AM*	*12:00 PM*	*27*	*14.4%*	*4:00 PM*	*5:00 PM*	*21*	*11.2%*	*187*	*6%*
***Hvy-Trk**	*11:00 AM*	*12:00 PM*	*43*	*7.9%*	*1:00 PM*	*2:00 PM*	*44*	*8.1%*	*544*	*18%*
Total	*7:00 AM*	*8:00 AM*	*241*	*7.8%*	*4:00 PM*	*5:00 PM*	*280*	*9.1%*	*3,073*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.24
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 22 – SR32/Jefferson Davis Memorial Highway (Turner County)

Autos by Direction



Single Unit Trucks by Direction

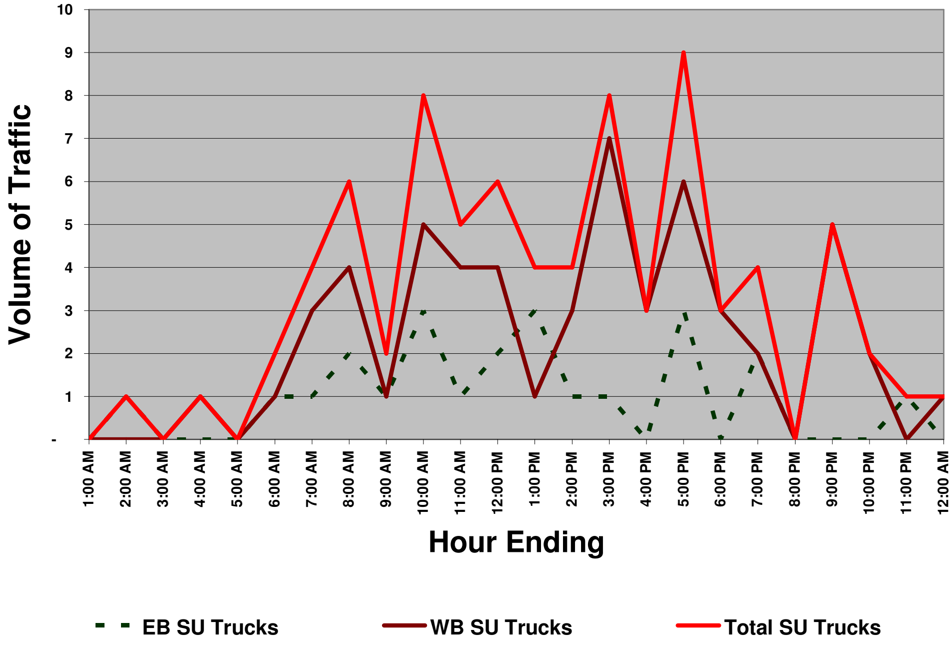
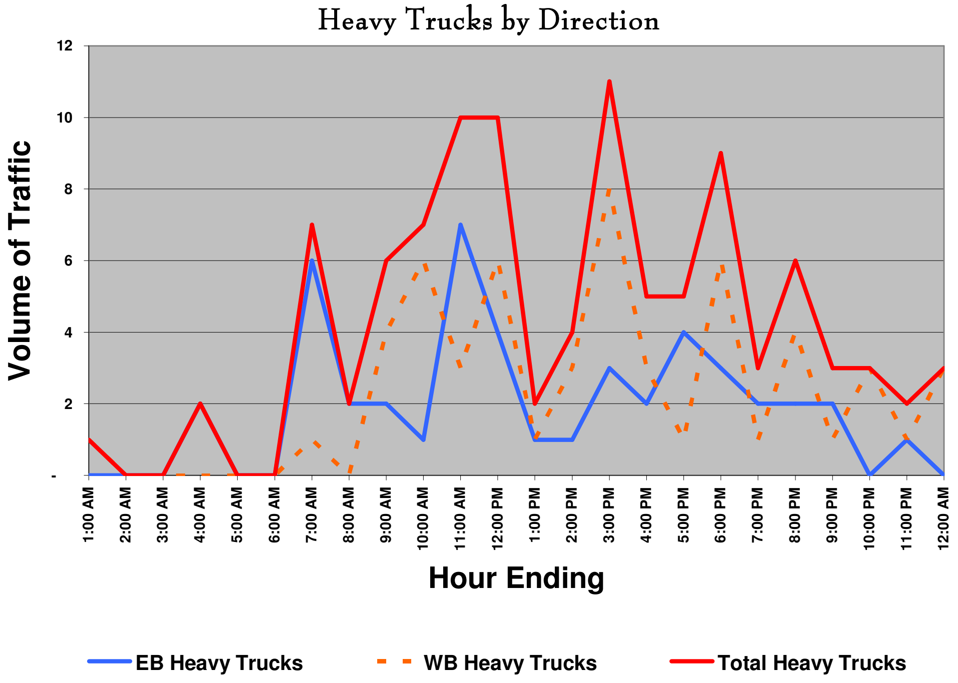


Figure 1.2.1.24 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 22 – SR32/Jefferson Davis Memorial Highway (Turner County)



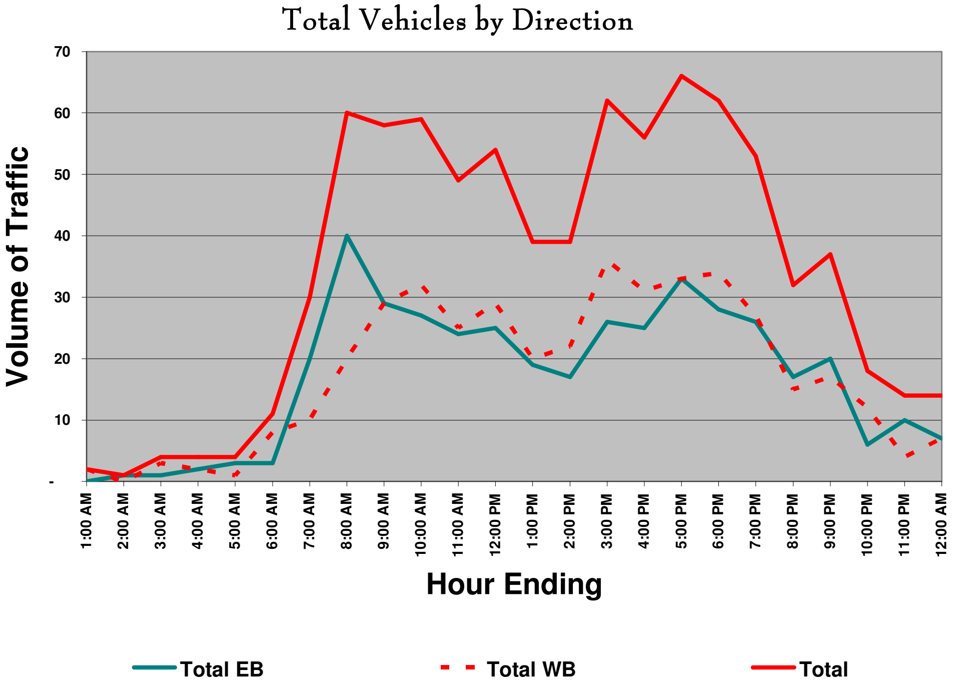
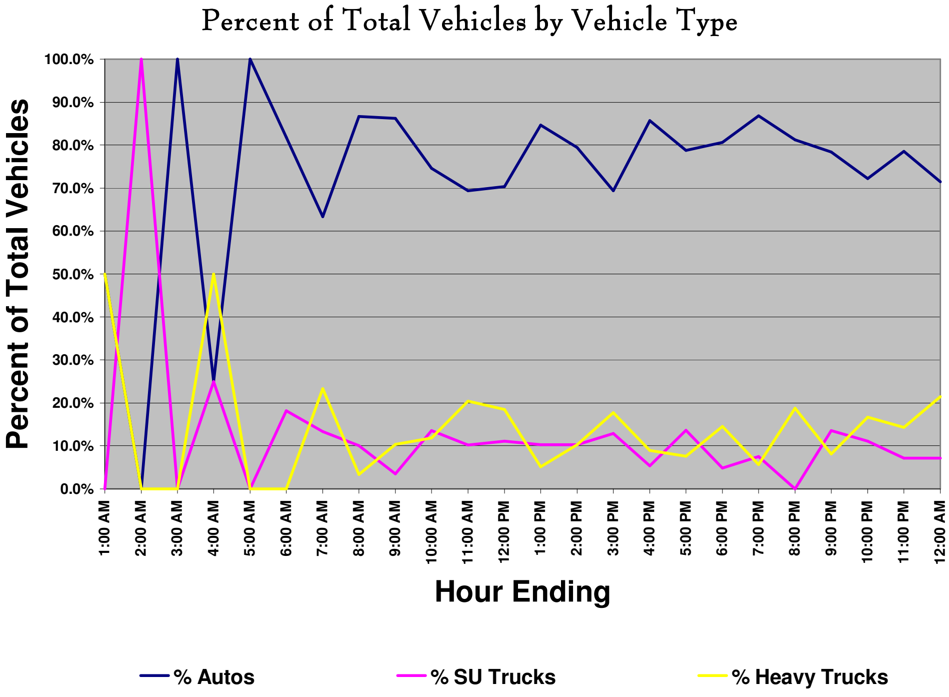


Figure 1.2.1.24 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 22 – SR32/Jefferson Davis Memorial Highway (Turner County)



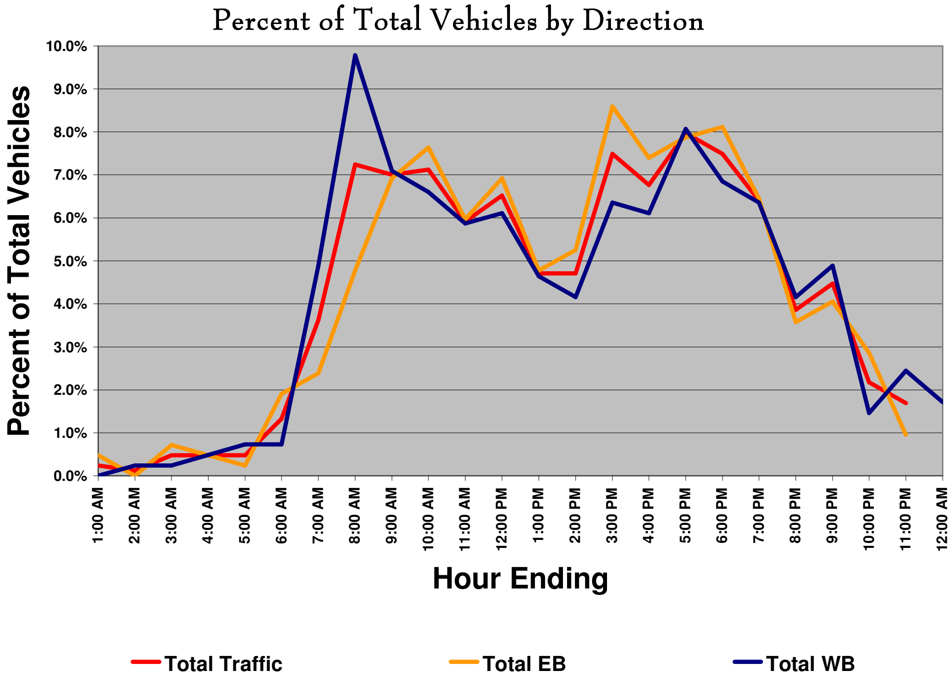


Table 1.2.1.26
Twenty-Four Vehicle Classification Count
Location 22 – SR32/Jefferson Davis Memorial Highway (Turner County)

Location: **Between SR33 & SR 112, west of Ashburn**

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	-	1	1	50.0%	-	0	0	0.0%	-	1	1	50.0%	-	2	2	100.0%
2:00 AM	-	0	0	0.0%	1	0	1	100.0%	-	0	0	0.0%	1	0	1	100.0%
3:00 AM	1	3	4	100.0%	-	0	0	0.0%	-	0	0	0.0%	1	3	4	100.0%
4:00 AM	-	1	1	25.0%	-	1	1	25.0%	2	0	2	50.0%	2	2	4	100.0%
5:00 AM	3	1	4	100.0%	-	0	0	0.0%	-	0	0	0.0%	3	1	4	100.0%
6:00 AM	2	7	9	81.8%	1	1	2	18.2%	-	0	0	0.0%	3	8	11	100.0%
7:00 AM	13	6	19	63.3%	1	3	4	13.3%	6	1	7	23.3%	20	10	30	100.0%
8:00 AM	36	16	52	86.7%	2	4	6	10.0%	2	0	2	3.3%	40	20	60	100.0%
9:00 AM	26	24	50	86.2%	1	1	2	3.4%	2	4	6	10.3%	29	29	58	100.0%
10:00 AM	23	21	44	74.6%	3	5	8	13.6%	1	6	7	11.9%	27	32	59	100.0%
11:00 AM	16	18	34	69.4%	1	4	5	10.2%	7	3	10	20.4%	24	25	49	100.0%
12:00 PM	19	19	38	70.4%	2	4	6	11.1%	4	6	10	18.5%	25	29	54	100.0%
1:00 PM	15	18	33	84.6%	3	1	4	10.3%	1	1	2	5.1%	19	20	39	100.0%
2:00 PM	15	16	31	79.5%	1	3	4	10.3%	1	3	4	10.3%	17	22	39	100.0%
3:00 PM	22	21	43	69.4%	1	7	8	12.9%	3	8	11	17.7%	26	36	62	100.0%
4:00 PM	23	25	48	85.7%	-	3	3	5.4%	2	3	5	8.9%	25	31	56	100.0%
5:00 PM	26	26	52	78.8%	3	6	9	13.6%	4	1	5	7.6%	33	33	66	100.0%
6:00 PM	25	25	50	80.6%	-	3	3	4.8%	3	6	9	14.5%	28	34	62	100.0%
7:00 PM	22	24	46	86.8%	2	2	4	7.5%	2	1	3	5.7%	26	27	53	100.0%
8:00 PM	15	11	26	81.3%	-	0	0	0.0%	2	4	6	18.8%	17	15	32	100.0%
9:00 PM	18	11	29	78.4%	-	5	5	13.5%	2	1	3	8.1%	20	17	37	100.0%
10:00 PM	6	7	13	72.2%	-	2	2	11.1%	-	3	3	16.7%	6	12	18	100.0%
11:00 PM	8	3	11	78.6%	1	0	1	7.1%	1	1	2	14.3%	10	4	14	100.0%
12:00 AM	7	3	10	71.4%	-	1	1	7.1%	-	3	3	21.4%	7	7	14	100.0%
Total	341	307	648	78.3%	23	56	79	9.5%	45	56	101	12.2%	409	419	828	100.0%

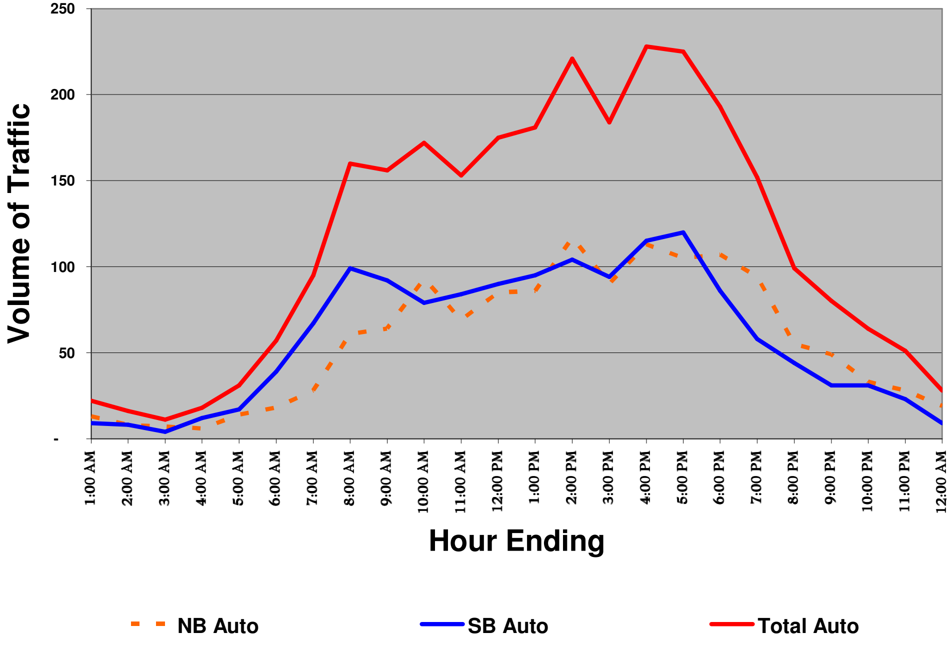
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*52*	*8.0%*	*4:00 PM*	*5:00 PM*	*52*	*8.0%*	*648*	*78%*
*Med-Trk	*9:00 AM*	*10:00 AM*	*8*	*10.1%*	*4:00 PM*	*5:00 PM*	*9*	*11.4%*	*79*	*10%*
*Hvy-Trk	*10:00 AM*	*11:00 AM*	*10*	*9.9%*	*2:00 PM*	*3:00 PM*	*11*	*10.9%*	*101*	*12%*
Total	*7:00 AM*	*8:00 AM*	*60*	*7.2%*	*4:00 PM*	*5:00 PM*	*66*	*8.0%*	*828*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/9/2008*

*
Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.25
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 23 – SR520/South Georgia Parkway (Webster County)

Autos by Direction



Single Unit Trucks by Direction

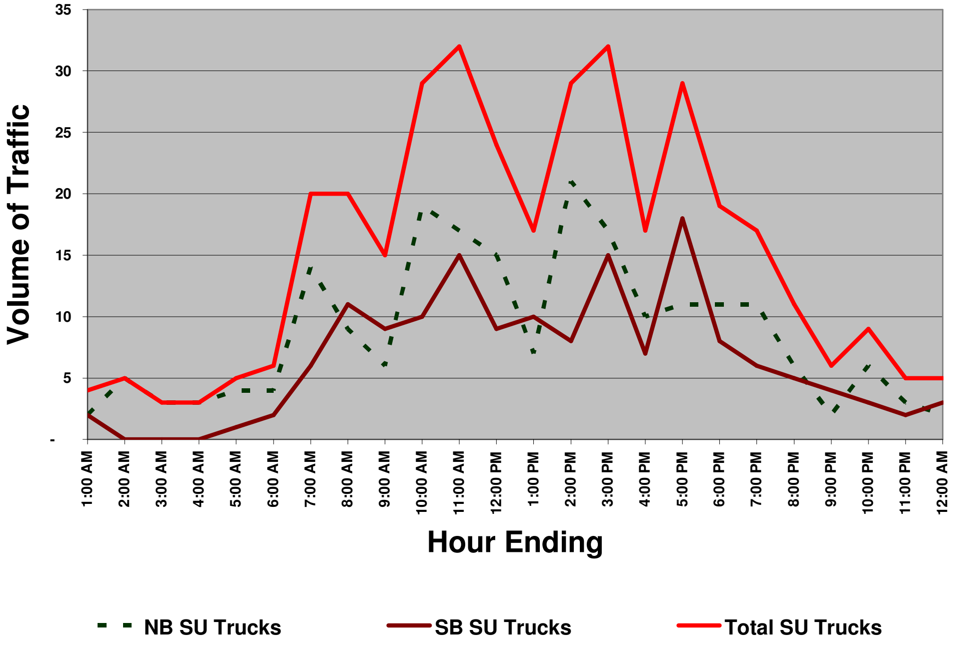
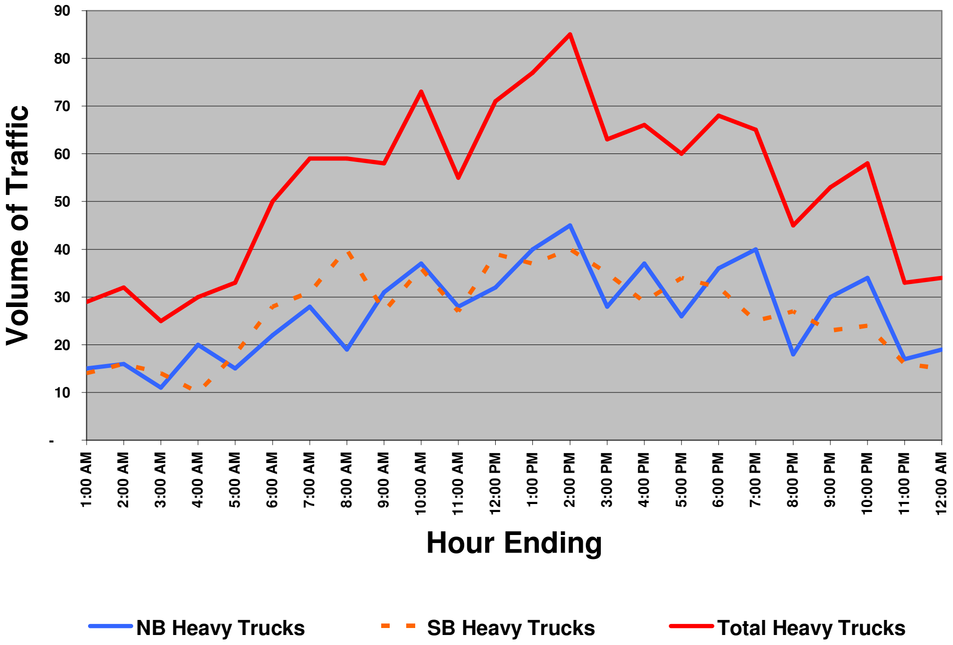


Figure 1.2.1.25 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 23 – SR520/South Georgia Parkway (Webster County)

Heavy Trucks by Direction



Total Vehicles by Direction

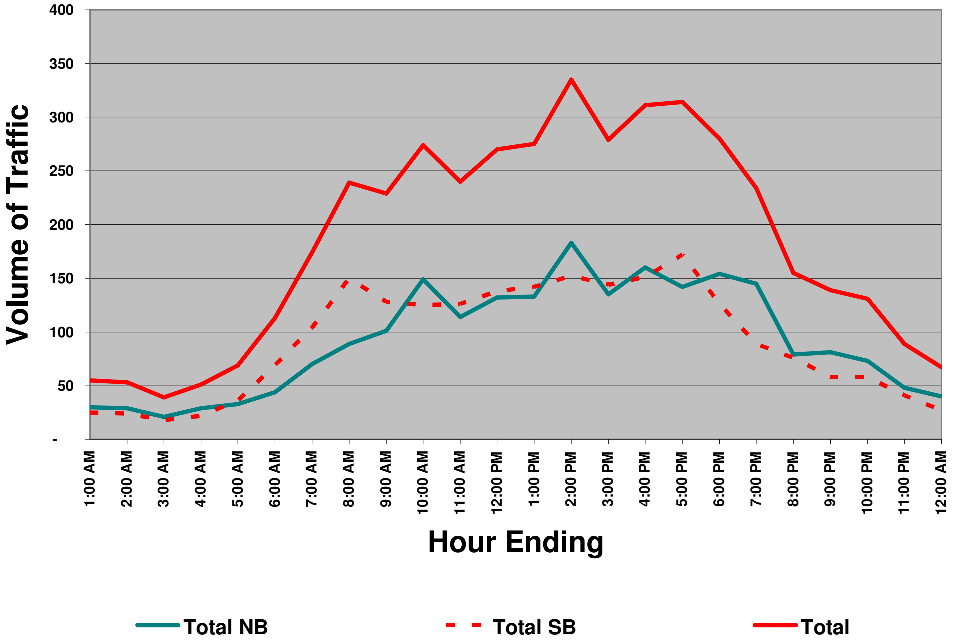
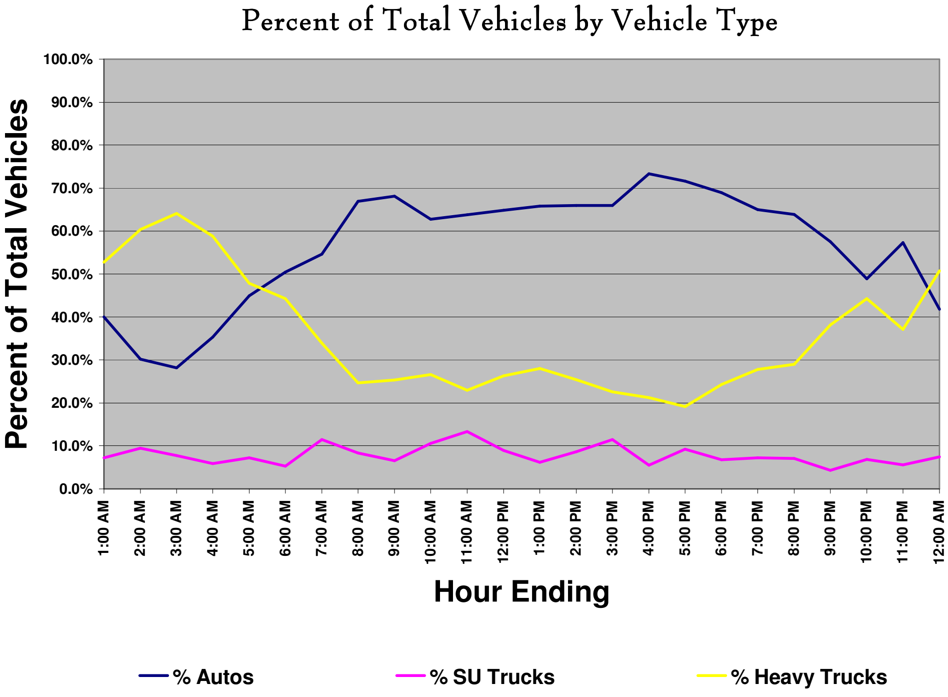


Figure 1.2.1.25 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 23 – SR520/South Georgia Parkway (Webster County)



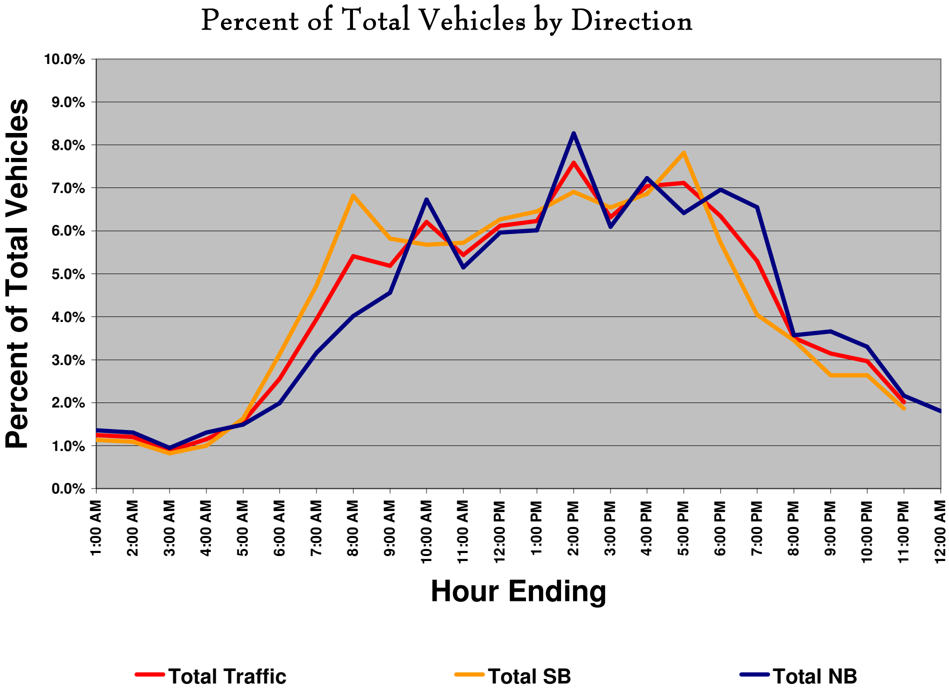


Table 1.2.1.27
Twenty-Four Vehicle Classification Count
Location 23 – SR520/South Georgia Parkway (Webster County)

Location: **Between Main St in Parrott & SR 41 in Weston**

Hour	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
Ending	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	13	9	22	40.0%	2	2	4	7.3%	15	14	29	52.7%	30	25	55	100.0%
2:00 AM	8	8	16	30.2%	5	0	5	9.4%	16	16	32	60.4%	29	24	53	100.0%
3:00 AM	7	4	11	28.2%	3	0	3	7.7%	11	14	25	64.1%	21	18	39	100.0%
4:00 AM	6	12	18	35.3%	3	0	3	5.9%	20	10	30	58.8%	29	22	51	100.0%
5:00 AM	14	17	31	44.9%	4	1	5	7.2%	15	18	33	47.8%	33	36	69	100.0%
6:00 AM	18	39	57	50.4%	4	2	6	5.3%	22	28	50	44.2%	44	69	113	100.0%
7:00 AM	28	67	95	54.6%	14	6	20	11.5%	28	31	59	33.9%	70	104	174	100.0%
8:00 AM	61	99	160	66.9%	9	11	20	8.4%	19	40	59	24.7%	89	150	239	100.0%
9:00 AM	64	92	156	68.1%	6	9	15	6.6%	31	27	58	25.3%	101	128	229	100.0%
10:00 AM	93	79	172	62.8%	19	10	29	10.6%	37	36	73	26.6%	149	125	274	100.0%
11:00 AM	69	84	153	63.8%	17	15	32	13.3%	28	27	55	22.9%	114	126	240	100.0%
12:00 PM	85	90	175	64.8%	15	9	24	8.9%	32	39	71	26.3%	132	138	270	100.0%
1:00 PM	86	95	181	65.8%	7	10	17	6.2%	40	37	77	28.0%	133	142	275	100.0%
2:00 PM	117	104	221	66.0%	21	8	29	8.7%	45	40	85	25.4%	183	152	335	100.0%
3:00 PM	90	94	184	65.9%	17	15	32	11.5%	28	35	63	22.6%	135	144	279	100.0%
4:00 PM	113	115	228	73.3%	10	7	17	5.5%	37	29	66	21.2%	160	151	311	100.0%
5:00 PM	105	120	225	71.7%	11	18	29	9.2%	26	34	60	19.1%	142	172	314	100.0%
6:00 PM	107	86	193	68.9%	11	8	19	6.8%	36	32	68	24.3%	154	126	280	100.0%
7:00 PM	94	58	152	65.0%	11	6	17	7.3%	40	25	65	27.8%	145	89	234	100.0%
8:00 PM	55	44	99	63.9%	6	5	11	7.1%	18	27	45	29.0%	79	76	155	100.0%
9:00 PM	49	31	80	57.6%	2	4	6	4.3%	30	23	53	38.1%	81	58	139	100.0%
10:00 PM	33	31	64	48.9%	6	3	9	6.9%	34	24	58	44.3%	73	58	131	100.0%
11:00 PM	28	23	51	57.3%	3	2	5	5.6%	17	16	33	37.1%	48	41	89	100.0%
12:00 AM	19	9	28	41.8%	2	3	5	7.5%	19	15	34	50.7%	40	27	67	100.0%
Total	1,362	1,410	2,772	62.8%	208	154	362	8.2%	644	637	1,281	29.0%	2,214	2,201	4,415	100.0%

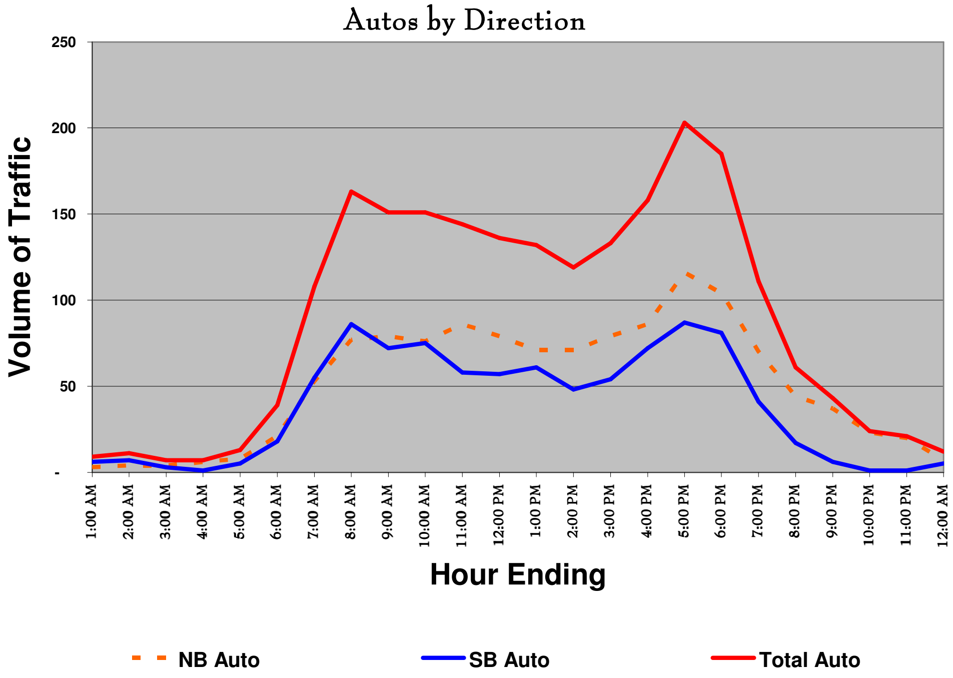
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*11:00 AM*	*12:00 PM*	*175*	*6.3%*	*3:00 PM*	*4:00 PM*	*228*	*8.2%*	*2,772*	*63%*
*Med-Trk	*10:00 AM*	*11:00 AM*	*32*	*8.8%*	*2:00 PM*	*3:00 PM*	*32*	*8.8%*	*362*	*8%*
*Hvy-Trk	*9:00 AM*	*10:00 AM*	*73*	*5.7%*	*1:00 PM*	*2:00 PM*	*85*	*6.6%*	*1,281*	*29%*
Total	*9:00 AM*	*10:00 AM*	*274*	*6.2%*	*1:00 PM*	*2:00 PM*	*335*	*7.6%*	*4,415*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.26
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 24 – SR133/Billy Langdale Parkway (Worth County)



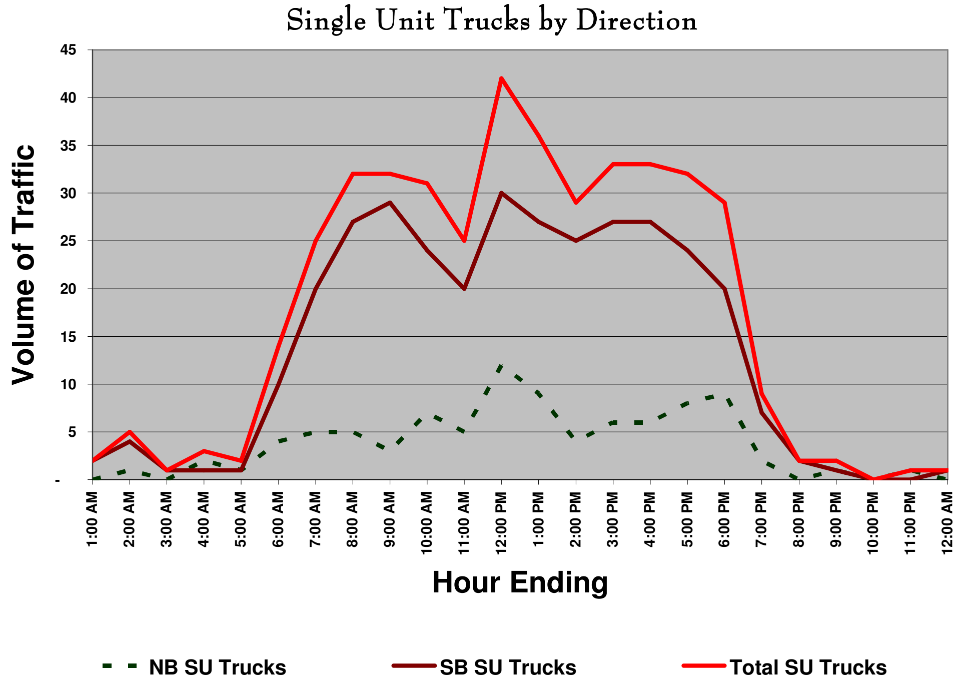
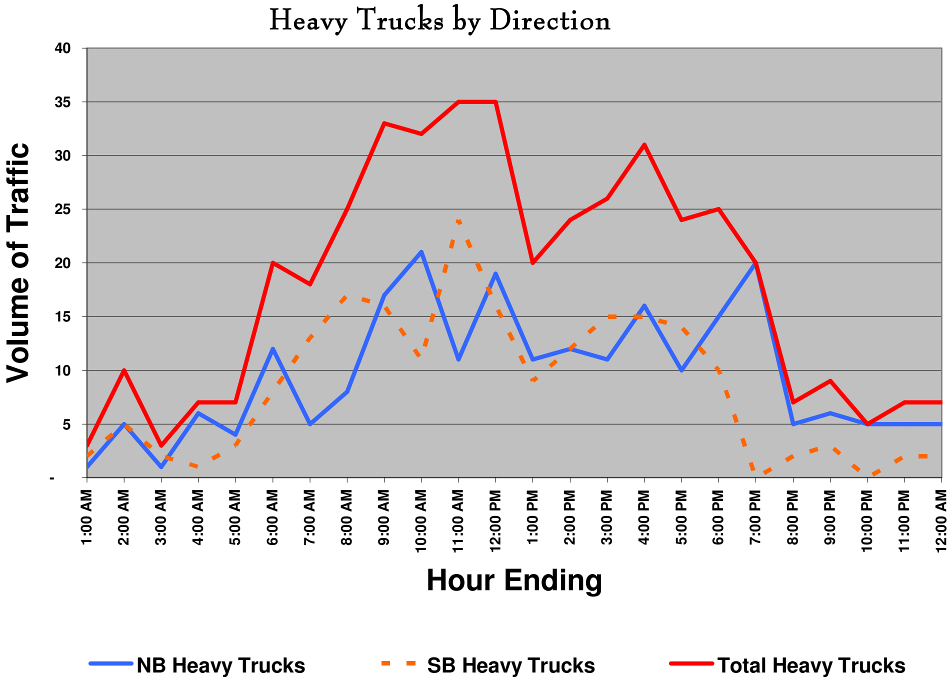


Figure 1.2.1.26 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 24 – SR133/Billy Langdale Parkway (Worth County)



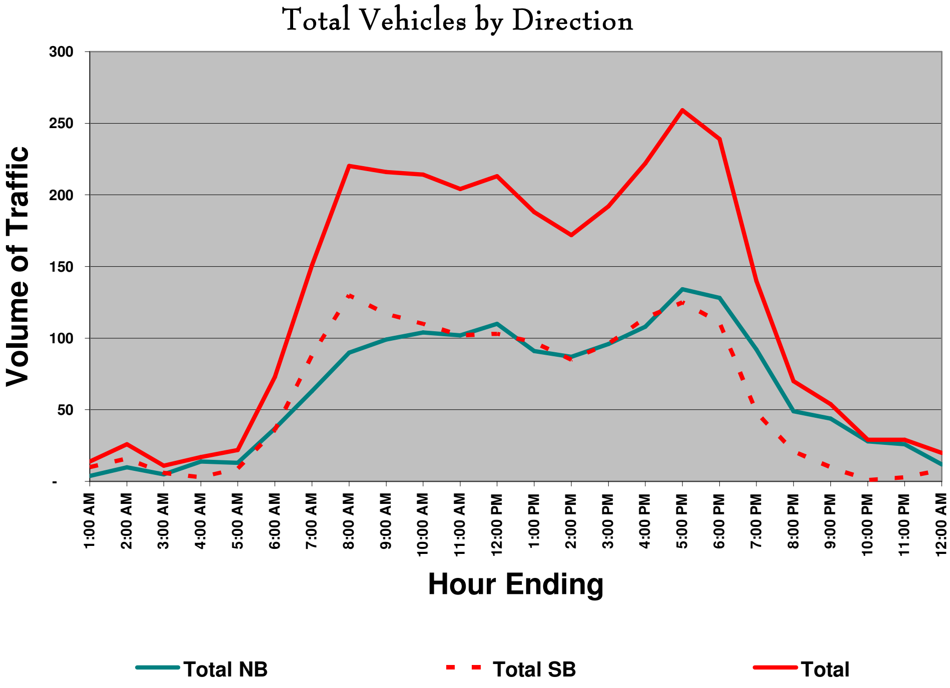
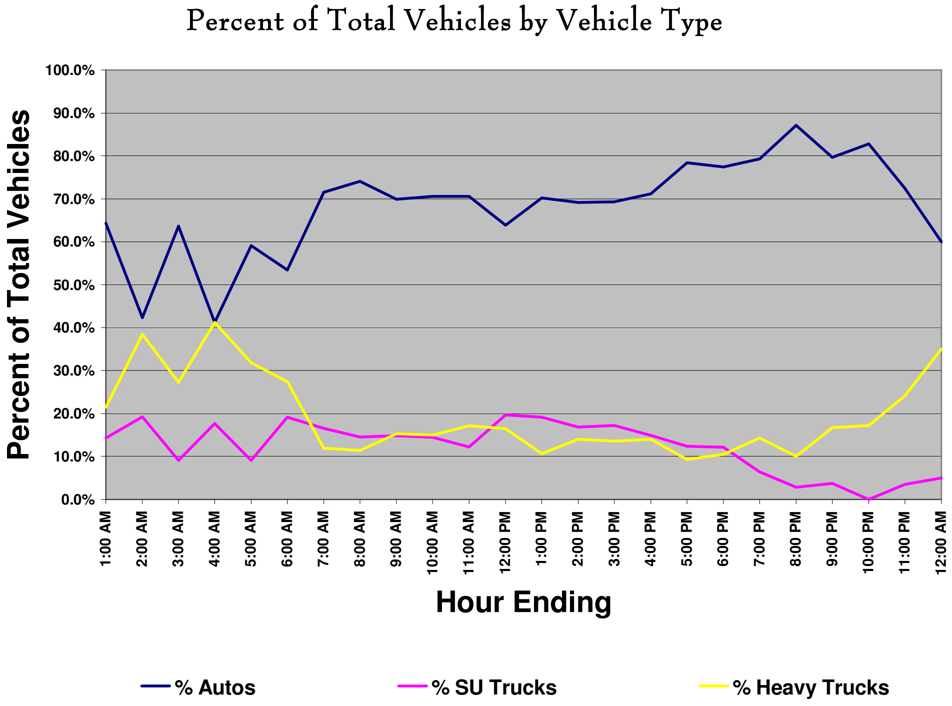


Figure 1.2.1.26 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 24 – SR133/Billy Langdale Parkway (Worth County)



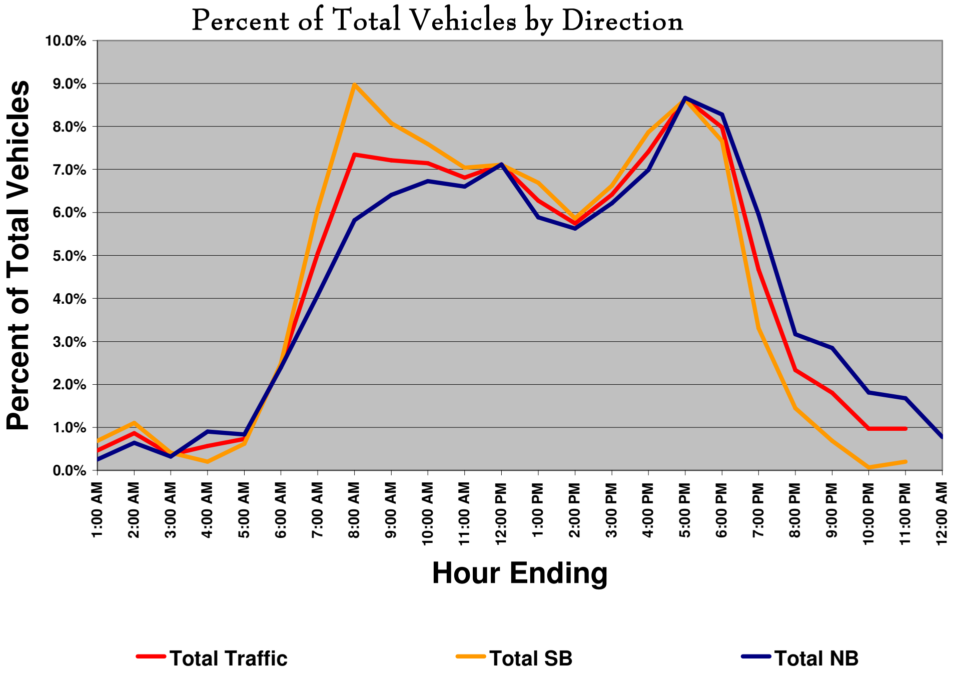


Table 1.2.1.28
Twenty-Four Vehicle Classification Count
Location 24 – SR133/Billy Langdale Parkway (Worth County)

Location: **Between SR270/Doerun-Sylvester Road in Doerun & SR112**

Hour	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
Ending	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	3	6	9	64.3%	-	2	2	14.3%	1	2	3	21.4%	4	10	14	100.0%
2:00 AM	4	7	11	42.3%	1	4	5	19.2%	5	5	10	38.5%	10	16	26	100.0%
3:00 AM	4	3	7	63.6%	-	1	1	9.1%	1	2	3	27.3%	5	6	11	100.0%
4:00 AM	6	1	7	41.2%	2	1	3	17.6%	6	1	7	41.2%	14	3	17	100.0%
5:00 AM	8	5	13	59.1%	1	1	2	9.1%	4	3	7	31.8%	13	9	22	100.0%
6:00 AM	21	18	39	53.4%	4	10	14	19.2%	12	8	20	27.4%	37	36	73	100.0%
7:00 AM	53	55	108	71.5%	5	20	25	16.6%	5	13	18	11.9%	63	88	151	100.0%
8:00 AM	77	86	163	74.1%	5	27	32	14.5%	8	17	25	11.4%	90	130	220	100.0%
9:00 AM	79	72	151	69.9%	3	29	32	14.8%	17	16	33	15.3%	99	117	216	100.0%
10:00 AM	76	75	151	70.6%	7	24	31	14.5%	21	11	32	15.0%	104	110	214	100.0%
11:00 AM	86	58	144	70.6%	5	20	25	12.3%	11	24	35	17.2%	102	102	204	100.0%
12:00 PM	79	57	136	63.8%	12	30	42	19.7%	19	16	35	16.4%	110	103	213	100.0%
1:00 PM	71	61	132	70.2%	9	27	36	19.1%	11	9	20	10.6%	91	97	188	100.0%
2:00 PM	71	48	119	69.2%	4	25	29	16.9%	12	12	24	14.0%	87	85	172	100.0%
3:00 PM	79	54	133	69.3%	6	27	33	17.2%	11	15	26	13.5%	96	96	192	100.0%
4:00 PM	86	72	158	71.2%	6	27	33	14.9%	16	15	31	14.0%	108	114	222	100.0%
5:00 PM	116	87	203	78.4%	8	24	32	12.4%	10	14	24	9.3%	134	125	259	100.0%
6:00 PM	104	81	185	77.4%	9	20	29	12.1%	15	10	25	10.5%	128	111	239	100.0%
7:00 PM	70	41	111	79.3%	2	7	9	6.4%	20	0	20	14.3%	92	48	140	100.0%
8:00 PM	44	17	61	87.1%	-	2	2	2.9%	5	2	7	10.0%	49	21	70	100.0%
9:00 PM	37	6	43	79.6%	1	1	2	3.7%	6	3	9	16.7%	44	10	54	100.0%
10:00 PM	23	1	24	82.8%	-	0	0	0.0%	5	0	5	17.2%	28	1	29	100.0%
11:00 PM	20	1	21	72.4%	1	0	1	3.4%	5	2	7	24.1%	26	3	29	100.0%
12:00 AM	7	5	12	60.0%	-	1	1	5.0%	5	2	7	35.0%	12	8	20	100.0%
Total	1,224	917	2,141	71.5%	91	330	421	14.1%	231	202	433	14.5%	1,546	1,449	2,995	100.0%

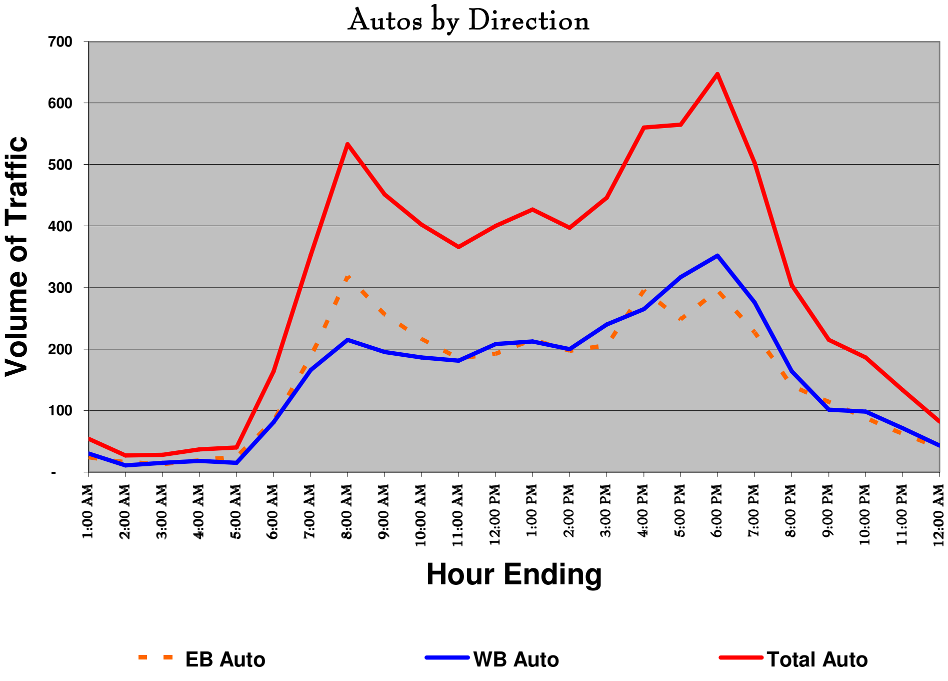
	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
*Auto	*7:00 AM*	*8:00 AM*	*163*	*7.6%*	*4:00 PM*	*5:00 PM*	*203*	*9.5%*	*2,141*	*71%*
*Med-Trk	*11:00 AM*	*12:00 PM*	*42*	*10.0%*	*12:00 PM*	*1:00 PM*	*36*	*8.6%*	*421*	*14%*
*Hvy-Trk	*10:00 AM*	*11:00 AM*	*35*	*8.1%*	*3:00 PM*	*4:00 PM*	*31*	*7.2%*	*433*	*14%*
Total	*7:00 AM*	*8:00 AM*	*220*	*7.3%*	*4:00 PM*	*5:00 PM*	*259*	*8.6%*	*2,995*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

Figure 1.2.1.27
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 25 – US82/Jefferson Davis Memorial Highway (Worth County)



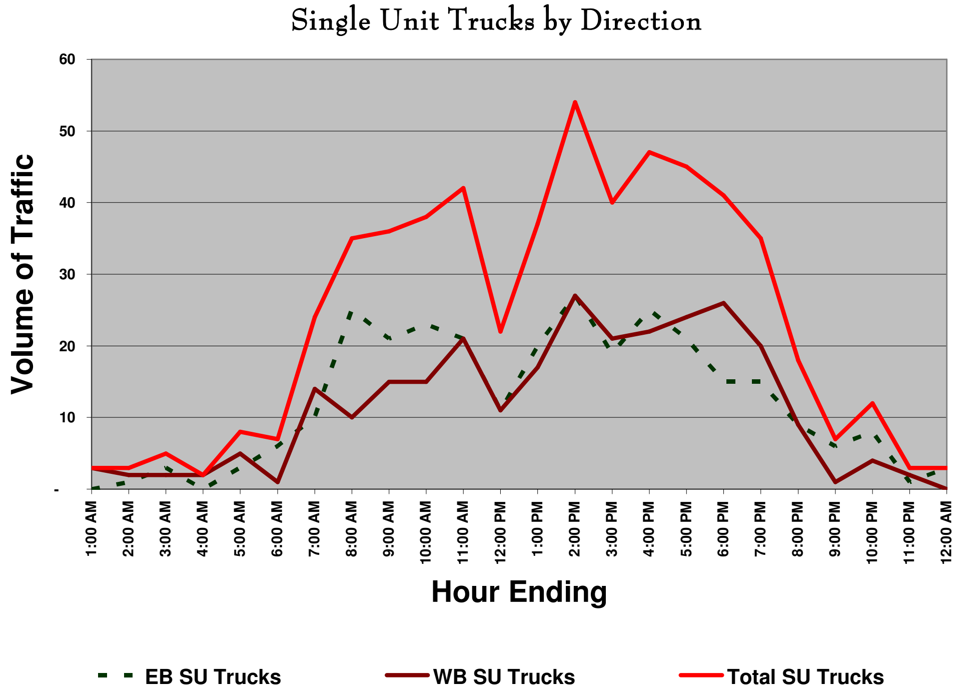
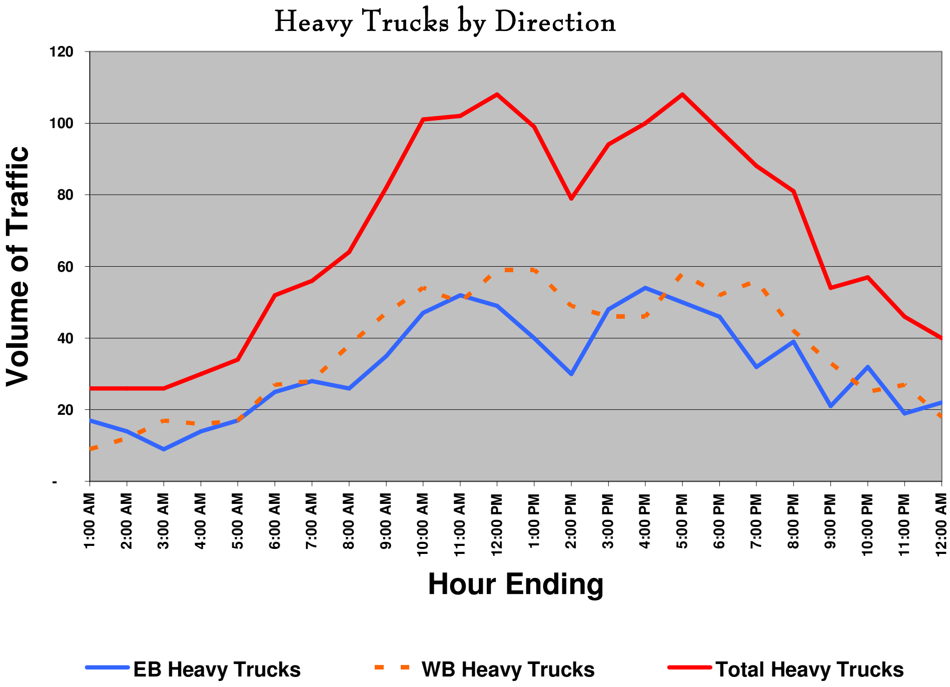


Figure 1.2.1.27 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 25 – US82/Jefferson Davis Memorial Highway (Worth County)



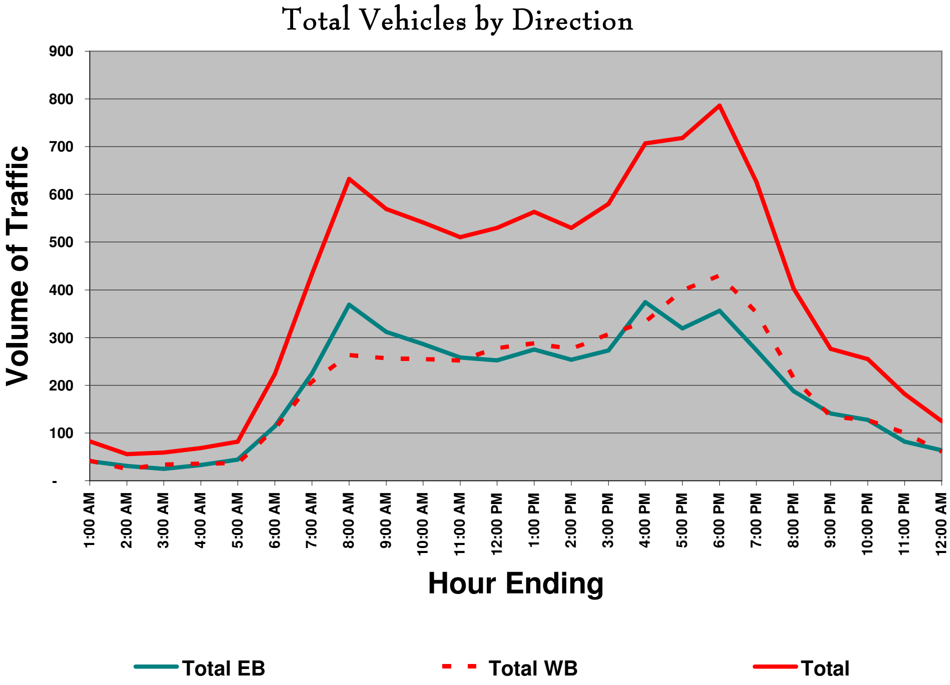
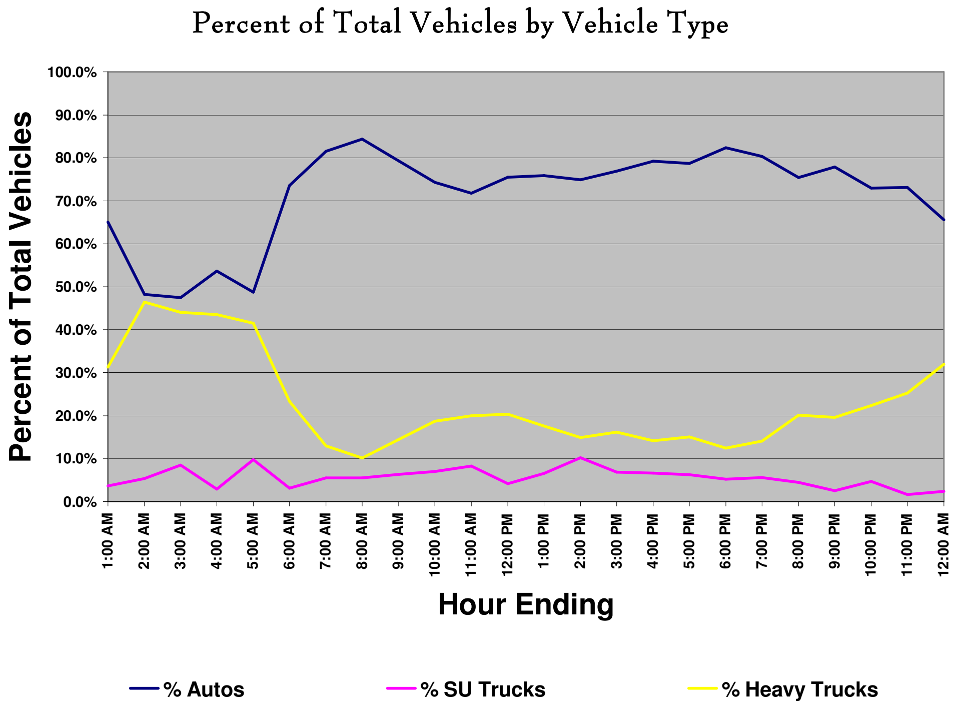


Figure 1.2.1.27 (continued)
Vehicle Classification Counts by Vehicle Type and Time of Day
Location 25 – US82/Jefferson Davis Memorial Highway (Worth County)



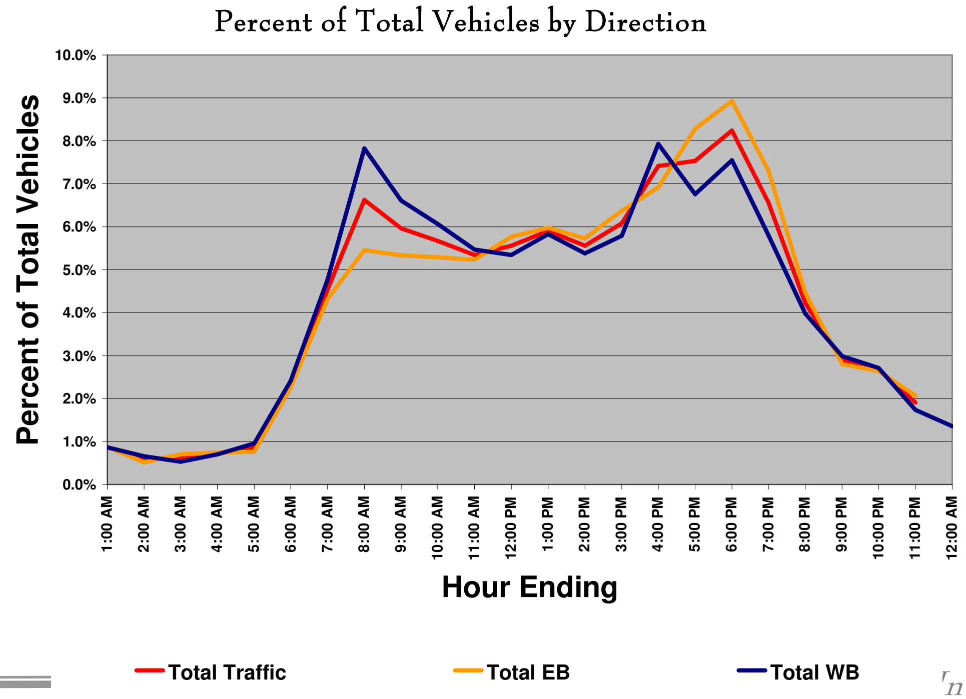


Table 1.2.1.29
Twenty-Four Vehicle Classification Count
Location 25 – US82/Jefferson Davis Memorial Highway (Worth County)

Location: **Between CR419 and Sumner Road in Sumner**

Hour Ending	Motorcycles, Autos, Pickups				Buses and Single Unit Trucks				Combination Trucks				Total			
	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent	NB	SB	Total	Percent
1:00 AM	24	30	54	65.1%	-	3	3	3.6%	17	9	26	31.3%	41	42	83	100.0%
2:00 AM	16	11	27	48.2%	1	2	3	5.4%	14	12	26	46.4%	31	25	56	100.0%
3:00 AM	13	15	28	47.5%	3	2	5	8.5%	9	17	26	44.1%	25	34	59	100.0%
4:00 AM	19	18	37	53.6%	-	2	2	2.9%	14	16	30	43.5%	33	36	69	100.0%
5:00 AM	25	15	40	48.8%	3	5	8	9.8%	17	17	34	41.5%	45	37	82	100.0%
6:00 AM	83	81	164	73.5%	6	1	7	3.1%	25	27	52	23.3%	114	109	223	100.0%
7:00 AM	187	166	353	81.5%	10	14	24	5.5%	28	28	56	12.9%	225	208	433	100.0%
8:00 AM	318	215	533	84.3%	25	10	35	5.5%	26	38	64	10.1%	369	263	632	100.0%
9:00 AM	256	195	451	79.3%	21	15	36	6.3%	35	47	82	14.4%	312	257	569	100.0%
10:00 AM	216	186	402	74.3%	23	15	38	7.0%	47	54	101	18.7%	286	255	541	100.0%
11:00 AM	185	181	366	71.8%	21	21	42	8.2%	52	50	102	20.0%	258	252	510	100.0%
12:00 PM	192	208	400	75.5%	11	11	22	4.2%	49	59	108	20.4%	252	278	530	100.0%
1:00 PM	215	212	427	75.8%	20	17	37	6.6%	40	59	99	17.6%	275	288	563	100.0%
2:00 PM	197	200	397	74.9%	27	27	54	10.2%	30	49	79	14.9%	254	276	530	100.0%
3:00 PM	206	240	446	76.9%	19	21	40	6.9%	48	46	94	16.2%	273	307	580	100.0%
4:00 PM	295	265	560	79.2%	25	22	47	6.6%	54	46	100	14.1%	374	333	707	100.0%
5:00 PM	248	317	565	78.7%	21	24	45	6.3%	50	58	108	15.0%	319	399	718	100.0%
6:00 PM	295	352	647	82.3%	15	26	41	5.2%	46	52	98	12.5%	356	430	786	100.0%
7:00 PM	227	276	503	80.4%	15	20	35	5.6%	32	56	88	14.1%	274	352	626	100.0%
8:00 PM	140	164	304	75.4%	9	9	18	4.5%	39	42	81	20.1%	188	215	403	100.0%
9:00 PM	114	101	215	77.9%	6	1	7	2.5%	21	33	54	19.6%	141	135	276	100.0%
10:00 PM	88	98	186	72.9%	8	4	12	4.7%	32	25	57	22.4%	128	127	255	100.0%
11:00 PM	62	71	133	73.1%	1	2	3	1.6%	19	27	46	25.3%	82	100	182	100.0%
12:00 AM	39	43	82	65.6%	3	0	3	2.4%	22	18	40	32.0%	64	61	125	100.0%
Total	3,660	3,660	7,320	76.7%	293	274	567	5.9%	766	885	1,651	17.3%	4,719	4,819	9,538	100.0%

	AM Peak				PM Peak				24-Hr Vehicle Mix	
Veh. Type	From	To	Volume	% of 24-hr	From	To	Volume	% of 24-hr	24-Hr Count	% Mix
***Auto**	*7:00 AM*	*8:00 AM*	*533*	*7.3%*	*5:00 PM*	*6:00 PM*	*647*	*8.8%*	*7,320*	*77%*
***Med-Trk**	*10:00 AM*	*11:00 AM*	*42*	*7.4%*	*1:00 PM*	*2:00 PM*	*54*	*9.5%*	*567*	*6%*
***Hvy-Trk**	*11:00 AM*	*12:00 PM*	*108*	*6.5%*	*4:00 PM*	*5:00 PM*	*108*	*6.5%*	*1,651*	*17%*
Total	*7:00 AM*	*8:00 AM*	*632*	*6.6%*	*5:00 PM*	*6:00 PM*	*786*	*8.2%*	*9,538*	*100%*

Machine Count Made By:	*ATDS*
Day-of-Week of Count:	*Tuesday*
Date of Count:	*5/13/2008*
Report Prepared By:	*PKS*
Date Report Prepared:	*6/1/2008*

*

Auto: Motorcycles, Autos, Pickups
Med-Trk: Buses and Single Unit Trucks
Hvy-Trk: Combination Trucks

1.3 Collection Corridor Studies and Transportation Studies

As part of this study, other reports and studies performed for various corridors or projects were collected. The purpose of this effort is to collect background information on past projects that have been evaluated in the study area. These reports will provide information on the needs for the various projects. This information will be used to assist with the identification and evaluation of current and future transportation improvements in the study area.

1.3.1 Summaries of Reviews of Studies

The following studies were collected and reviewed. The key recommendations of the studies are listed below.

1. **SR-38, Thomas County, Old Albany Road (March, 1999)**
    - Recommend sidewalk along one side of SR-38 BU
    - Evaluate intersections of SR-38 BU with SR-38 and SR-3 for possible improvements
    - Investigate accidents near North Pinetree Boulevard
    - Not recommend widening of SR-38 BU
2. **Revised I-75 at SR 215 Needs Analysis (March, 2002)**
    - The Office of Planning recommends a project be programmed to reconstruct/reconfigure the I-75 and SR 215 interchange
    - Recommends that the exit/entrance ramps be relocated to allow proper spacing for truck turning movements, the bridge needs to be widened and include a left turn lane from SR 215 to I-75 northbound and southbound. The entrance and exit ramps need to be lengthened to prevent traffic from blocking access to the interstate. Also, a right turn lane from I-75 northbound to SR 215 including a decel lane into the businesses and industrial park should be constructed.
3. **State Route 133 Corridor Study (September, 1999)**
    - Recommends a short-range project to widen SR-133 to four lanes beginning in Albany at the four-lane section of SR-133 and extending approximately 4.9 miles south of CR-134 (Gibson Road)
    - Recommends a widening project be developed for the section of roadway south of Gibson Road extending approximately 24 miles to the multi-lane section in

Moultrie. The widening can be subdivided into three smaller projects with the section between the proposed short-range project and SR-112.

- NOTE: *The section of SR-133 in Dougherty County has to be evaluated by the MPO, Albany- Dougherty County Planning Commission*
- Three (3) long-range projects are recommended for the section of SR-133 between Moultrie and Valdosta. (1) The four-lane section west of Valdosta will need to be extended beginning at the west project limits of the existing construction project and ending near Brooks County Road 10.
- (2) The remaining section of SR-133 between Morven and Brooks County Road 10 (5.5 miles) will need to be widened
- The third (3) recommended project is approximately 6.2 miles and would extend the four-lane section south of Moultrie to Berlin

4. SR 91 CORRIDOR STUDY: **Seminole, Miller, Baker and Dougherty Counties (February, 2005)**
    - In summary, the study determined no need to (Not recommend) widen SR 91 in Seminole, Early, Baker and Dougherty County. Current and future traffic volumes, Level of Service, accident statistics, and land use development do not support widening from two to four lanes.

5. SR 122 **Truck Route (November, 2000)**
    - Office of Planning proposes two (2) minor projects to address the difficulties trucks are having negotiating turns at SR-97 and at Oakland Street, as well as one long-range project to address a projected capacity deficiency along SR-112.
    - (1) A short-range project to add a 6-foot paved shoulder along the northbound shoulder of SR-112 at the intersection with SR-97 is proposed.
    - (2) A second short-range project will accommodate the northbound right turn movements at the intersection of Scott Street and Oakland Street.
    - Recommends widening SR-112 and SR-37 to four-lanes. SR-37 is recommended for widening starting east of the middle and elementary schools at the existing four-lane section to just east of SR-3. A majority of the widening can be done within the existing right-of-way with most of the work accomplished by restriping the existing roadway. Widening in the downtown area will require eliminating on-street parking on one side of the street. Currently off-street parking is provided on both sides of SR-37.

- SR-112 is recommended for widening from SR-97 to SR-3, and it is recommended that the radius on SR-97 approaching the SR-97/SR-112 intersection south of town be improved.
- Planning recommends that Traffic Operations look at the timing and phasing on SR-37 and SR-112 to see if changing the signals from preset to actuated and coordinating signals will improve travel along these routes as well as look at the left-turn lane capacity of the eastbound approach of SR-3/SR-112.

6. **Moultrie-Colquitt County Multimodal Transportation Study (June, 2001)**
   - Short Term – improvements to SR 37 approaching downtown Moultrie from the west, improvements to SR 33/US 319 Business from downtown Moultrie to Lower Meigs Road, New east-west roadway connection between Spence Field and Colquitt Regional Medical Center, and various sidewalk network improvements throughout Moultrie.
   - Medium Term – Improvements to SR 37 on the east side of downtown Moultrie, SR 33/ US 319 Business improvements south of Lower Meigs Road, Sidewalk connections to the bike/pedestrian trail extension.
   - Long Term – Widening of SR 133 through Colquitt County.

7. **Vienna Bypass Final Report (2000)**
   - Bypass recommended for reexamination in a few years…. (Not recommend at this time)
   - Intersections that need traffic operation improvements: State Route 27 and State Road 215, State Route 7/US 41 and County Road 297, and State Road 27 and County Road 324
   - Recommended rail crossing improvements: County Road 297 - Construct an at-grade crossing at this intersection, County Road 75 and County Road 326 - Close these at-grade crossings due to intersection geometry.

8. **Colquitt Bypass Study (October, 2001)**
   - The Office of Planning recommends the construction of a local truck bypass along CR-32 as the best alternative for alleviating traffic concerns within the City of Colquitt. This bypass provides the greatest benefits to the city, while minimizing negative impacts. The route will allow through truck traffic traveling between SR-45 and SR-91 to avoid Colquitt Square, thus reducing safety risks and congestion inside the City of Colquitt.

9. US 41 Corridor Study (April, 2005)

- In conclusion, the study recommends the pursuit of alternatives #4, #5, and #6.
- #4 Install left turn lanes on U.S. 41 (north and southbound) at SR-37; eliminate on-street parking on the east side of U.S. 41 (traveling northbound) south of SR-37 and eliminate parking spaces on the west side of U.S. 41 (traveling southbound) north of SR-37; and install a new traffic signal (actuated timing) at the SR-37/U.S. 41 intersection along with new signage.
- #5 Make improvements at the intersection of Old Coffee Rd./CR-240 along U.S. 41; upgrade Old Coffee Rd. to state standards between I-75 and U.S. 41 in order to accommodate truck traffic as well as to divert the traffic (in general) away from downtown Adel.
- #6 Make intersection improvements (installing left turn lanes and fixing the intersection's skew) at Old Quitman Rd. /CR-216 to assist with diverting traffic (trucks especially) away from downtown Adel.

10. SR 62 Corridor Study (August, 2006)

- The study determined no need to widen SR 62 in Early, Calhoun and Dougherty County (Not recommend)
- In the future, it is recommended that SR 62 be monitored for potential safety and operational improvements (in the areas indicated by Table 1.2) that showed an above average accident rate.

11. Transportation Needs Analysis for the Tifton Georgia Area (February, 2000)

- Short-Range Projects (2000-2002)
  1. Signalize intersection of Kent St. and New River Rd.
  2. Add turn lanes and signal at intersection of New River Rd. and Ferry Lake Rd.
  3. Add left turn lanes on US31 9 at New River Rd.
  4. Restripe US41 as 3 lanes from Southern Ave. to Beech St.
  5. Signalize intersection of Ferry Lake Rd. and Goff St.
  6. Signalize 1 restripe intersection of Goff St. and US82
  7. Channelize right turn from WB US82 to NB Magnolia Ave.
  8. Add left turn lane and phase on WB 8th St. at Virginia Ave.
  9. Signalize intersection of Thunderbird St. and 2nd St.
  10. Convert intersection of 17'" St. and Park Ave. to four-way stop
- Mid-Range Projects (2003-2009)
  11. Connect Tifton-Eldorado Rd. to Southwell Blvd.

12. Widen US41 from SR125 to Southern Ave.
13. Construct bypass from US31 9 North to US41 South
14. Signalize intersection of SR125 South and US41 South

- Long-Range Projects (2010-2019)
  15. Connect Kent St. to 20th St.
  16. Construct bypass from US41 South to US82 West

12. Cuthbert Bypass Study (June, 1998)

- Recommends construction of a bypass, primarily to accommodate trucks, by 2010 from SR 50/US 82 to SR 1 BUS/US 27 BUS on new alignment south of downtown; and monitoring of traffic to determine whether implementation should be accelerated.

13. Madison to Valdosta Corridor Study (May, 1997)

- Not recommend widening but monitor conditions for unanticipated growth which might require reexamining options
- Recommend a right hand turn bay with an island at Duvall and Livingstone Streets (for safety and to facilitate truck movements)
- Redesignate the truck route continuing on SR-53 to Interstate 10, instead of through the industrial park to SR14.

14. SR31 Passing Lane Study, Valdosta to Lakeland (June, 2003)

- Widen SR 31 from North Forrest Street/Lowndes County Road 138 in Valdosta to just past Stallings Road/Lowndes County Road 83
- Recommends the construction of northbound and southbound passing lanes for SR 31. One mile passing lanes should be added within TC Station 121 and 123.
- In Lakeland, a short-range project is recommended to address operational problems in the downtown area. The recommendation requires state highway system changes and restrictions on left-turn movements in downtown. Left-turn movements at the existing intersection of SR 135 with SR 11 should be restricted during P.M. and A.M. peak hours. State Route 135 Bypass should be redesignated as SR 135 and sections of SR 135 that are not currently running common with another state route should be removed from the state highway system beginning at SR 135 BY south of town and ending at SR 135 BY north of town. Efforts should also be made to remove SR 135 Loop from the State Route System with the possibility of adding CR 3001Murray Boulevard to the system. SR 135 Loop is in a rural residential neighborhood serving residential traffic and no through traffic.

15. Cairo Corridors Transportation Study (March, 2003)

- Recommends improvement to the intersection of 17th Ave and SR112/SR38. Concept provides access to the planned development while at the same time realigning SR112 and 17th Avenue to intersect SR38 at ninety degree angles.
- A new bridge is recommended along Joyner Road with an adequate load limit to service fully loaded tractor trailers.
- The Joyner Road approach to SR93 should be reconstructed to accommodate both a left turn lane and a right turn lane.
- The northbound SR93 approach should be constructed to accommodate both a right turn and through travel lane.
- Improve drainage along SR 112 proximate Wight Nursery and Bracken Nursery to control sheet flooding during major rain events
- Note: *no corridors studied recommended for widening*

16. Cordele Truck Loop Study (November 2003)

- Office of Planning does not recommend a truck loop north or south of Cordele in Crisp County but we do recommend that the intersections of SR30/US280with Joe Wright Drive, 6th Street, 5th Street, 4th Street, Owens Street, Pecan Street, Moore Street and Greer Street be studied by the Office of Traffic Operations due to greater than average accident rates.

17. Colquitt County and City of Moultrie Transportation Analysis (March, 1993)

- SR 33 – Resurface from SR 35/US 319 south to the Brooks County Line
- SR 37 – East bound passing lanes – M.P. 8.70 to MP 9.70 and west bound M.P. 9.8 to M.P. 10.8
- SR 37 – Bridge replacement – Little Creek SR 37 – Widen and reconstruct to a 4-lane urban section from near Park Avenue west to 0.2 mile west of the SR 111 intersection including the bridge over the Ochlockonee River
- SR 37 – Extend the east-west one-way pair from east of SE 7th St. to west of 11th St.
- SR 133 – Remove the north-south one-way system
- SR 111 – Resurface from SR 37 north and east to SR133/US 319 business
- SR 133 – Widen to a 5-lane urban section in Moultrie from SR 35/US 319 north to the existing 4-lane section near Lower Meigs Road

- SR 133 – North bound passing lane – M.P. 19.1 to 20.1 and south bound passing lane – M.P. 21.0 to 22.1
- SR 256 – Bridge replacement over Warrior Creek
- SR 256 – Widen and resurface from 22 feet wide to 24 feet wide all of SR 256 in Colquitt County
- SR 270 – Widen – 22 feet to 24 feet from Mitchell County line to Bay Street in Doe Run.

18. Adel Bypass Study (February, 2002)

- Not recommend constructing a bypass at this time
- Recommends traffic operations analysis at Burwell Ave., US 41/SR 7, and Parrish Ave. intersections with SR 37 to address queuing problems.
- Recommend traffic operations analysis at intersection of CR 216 and US 41/SR 7 when new industrial park opens

19. Study of Proposed Improvements to GA Highway 133 (est. 1999 – 2000)

- Note: *this is an economic development study by 2 UGA Profs.*
- The proposed widening of Georgia Highway 133 creates increased opportunities for economic development in the five county study area. Improvements in transportation networks have been shown to aid business relocation and expansion, and to raise the wages of manufacturing employees. Reliable roads also help citizens to expand their horizons in terms of employment, shopping, and recreational opportunities. This project should provide the same sort of economic impetus for the study area. *However, economic development will not happen merely due to the presence of a wider road.*

20. Latin America Trade and Transportation Study (March, 2001)

- *Note: this is a general study discussing the growing importance of Latin American trade and its multi-modal impacts: Port, Airport, Rail, Highway. Georgia is included as part of the "Alliance" region = Southeast + Puerto Rico*

- Says that there will be a need for additional capacity in LATTS corridors to accommodate trucks or there will be deteriorating speeds and provides estimated 2020 $
- Calls out US 19/ 82/ 27 as a Tampa to Memphis route with no deficient miles

- Calls out I-75/US 24 as a South Florida to Illinois route with capacity and paving needs